

RETURN

COPY of the Report of the Commissioners appointed by the Government to inquire into, examine and report upon the Branch Lines of Railways connecting with the Intercolonial Railway; also a copy of the Report of the Commissioners appointed by the Government of the Province of New Brunswick to inquire into, examine and report upon the Branch Lines of Railway within said Province, and connecting with said Intercolonial Railway.

BATHURST, N.B., December 18, 1907.

To His Honour, the Honourable LEMUEL J. TWEEDIE,  
Lieutenant-Governor in Council.

*May it please Your Honour,—*

Your Commissioners appointed to examine and report on the condition of the Branch Lines of Railway in the Province of New Brunswick, and also to obtain options on the same, beg leave to submit the attached detailed reports showing the present condition of each one of the branch lines, together with a statement of their total capitalization, bonded debt, cost, volume of traffic, gross and net earnings and operating expenses

We also submit, attached hereto, four tabulated statements, showing:—

- 1st. A summary statement of capital.
- 2nd. Increase in volume of traffic from 1901 to 1906.
- 3rd. Increase in volume of gross earnings from 1901 to 1906.
- 4th. Comparison of operating expenses and net earnings for 1901 and 1906.

These tabulated statements are compiled from the railway statistics of the Dominion of Canada.

There are nine branch lines of railway in New Brunswick, which tap the line of the Intercolonial as follows:—

Caraquet and Gulf Shore, Gloucester Jct. to Shippegan and	
Tracadie.. . . . .	84 <sup>8</sup> / <sub>10</sub>
Kent Northern—Kent Junction to Richibucto.. . . . .	27
Beersville—Adamsville to Beersville.. . . . .	8 <sup>6</sup> / <sub>10</sub>
Buctouche and Moncton—Moncton to Buctouche . . . . .	32
N. B. & P. E. Island—Sackville to Tormentine.. . . . .	36
Salisbury and Harvey—Salisbury to Albert.. . . . .	45
Elgin and Havelock—Elgin to Havelock.. . . . .	28
St. Martin's—Hampton to St. Martin's.. . . . .	30
York and Carleton—Cross Creek to 4½ miles beyond Stanley..	10

A total mileage of.. . . . . 301<sup>4</sup>/<sub>10</sub>

We travelled over each of these lines, carefully inspecting the roadbed and track, stopped at each bridge and all the important culverts and gave them a thorough examination; inspected all station buildings and rolling stock, and in general, made a thorough investigation into the condition of each property.



In general, we find that the properties have, without exception, been materially improved during recent years. Considerable amounts have been expended on tracks and bridges. Rolling stock, particularly locomotives, are in better condition and all together, the properties have been brought up to a better standard, although there is still a great deal of room for improvement on all the lines.

Wooden bridges and trestles are the curse of most of these branch lines. On most of the roads there are a great many such structures, some of them of great length, and they are all a constant source of annoyance, expense and danger. The Kent Northern, Beersville and York & Carleton have no bridges; the two latter are only short lines of eight and ten miles respectively, but the Kent Northern is twenty-seven miles long, and the fact of its having no expensive bridges to maintain, contributes largely to its excellent financial showing.

A great many of the Howe truss bridges on the different lines are old and nearly worn out and it will be absolutely necessary to rebuild them in a very short time if regard is to be had to safety of life and limb.

Nearly all these branch lines are poorly equipped with snow fighting appliances, and as a consequence, a number of them close down entirely when the deep snow comes. The Kent Northern is an exception in this respect also as it has first class snow ploughs and flanger and is able to keep its track open all winter, seldom, if ever, missing a trip.

There is a scarcity of ballast on all the branches. This is excusable in the case of roads like the Buctouche & Moncton, for instance, where there is absolutely no ballast to be obtained. Other roads have good ballast pits along the line but have not taken advantage of them. The Kent Northern Railway Company for instance, has a splendid ballast pit and sells lots of ballast to the I.C.R. while their own track is badly in need of it, and it could be put on the track very cheaply. Nothing is so important in the maintenance of good track as ballast, and where it can be obtained easily and cheaply, it seems to us very poor policy not to use it.

Another big factor in the maintenance of good track is plenty of ties. Given plenty of good ties and ballast, and an excellent track may be constructed and maintained with an inferior and light rail, particularly on these branch lines where the equipment and traffic are light, but the best of rails will never make a good track, if the ties are poor and there is no ballast. While most of the branch lines have put a good many new ties in the track, in the past two years, there are still a great many more needed. In this timber country where ties may be bought comparatively cheap it is inexcusable that they are not better sleepers.

A large percentage of the rails on these branch lines are Barrow steel weighing fifty-seven pounds per yard, which were used on the Intercolonial and taken up from that track to be replaced by heavier rails. These Barrow rails are made of an excellent quality of steel, much better than the steel used in the rails rolled at the present time. These rails are quite heavy enough for the light traffic of the branch lines and as a rule they are in good condition and very little worn.

The locomotives in use are as a rule in good working order. They are light machines but are well adapted to the light traffic. The rest of the rolling stock is in only fair condition. The passenger cars are nearly all old and not in particularly good order. The St. Martin's Railway, however, has two splendid passenger cars, in fine order, clean and bright. Practically all of the freight that is moved in carload lots is handled in cars owned by the trunk line railway.

Traffic on these branch lines, both in passenger and freight, has increased in the last few years, and the present year will probably show farther increases. A glance at the attached tabular statement will show that the number of passengers carried has increased in the last five years all the way from 22 per cent, the lowest on any line to 158 per cent the highest; while with one exception, the tons of freight hauled has increased from 18 per cent, the lowest on any line to 56 per cent the highest. The



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Kent Northern and the York and Carleton show abnormal rates of increase in freight traffic, but in the case of the Kent Northern, 1906 was an unusual year and we are inclined to believe there is some mistake in the returns of the York and Carleton.

The increase in gross earnings has also been very great, 1906 showing an increase over 1901 of 21 per cent, the lowest on any line to 94 per cent the highest.

Operating expenses on all the branch lines except two have increased considerably in five years, the average percentage of increase being 30 per cent; on two of the lines there has been a decrease in operating expenses of 9 per cent and 10 per cent respectively. This increase in operating expenses has kept the net earnings down but there is still a gratifying increase. In 1901, six out of the nine branch railways showed deficits, and three showed a surplus. In 1906, this condition was exactly reversed, six out of the nine lines showing a surplus and three showing deficits. In 1901, the operation of the nine branch railways showed a deficit of \$3,764. In 1906, this deficit was wiped out and a surplus of \$10,650 earned, which is certainly a gratifying result, and shows a prosperous condition of affairs. We have no doubt that the result of operations for the current year will make a still better showing.

From 1901 to 1906 both inclusive, there were 419,893 passengers carried on these nine branch railways. Not one of these passengers was killed and only two were injured. Two persons were killed, one an employee and one who was neither passenger nor employee. Both of these fatalities occurred on the Moncton and Buctouche Railway. Six of the nine branch lines had no accidents in those six years whereby any person was killed or injured. This is a remarkable showing and speaks volumes for the safety of travel on these roads. From 1901 to 1906 both inclusive, there were 1,097,218 tons of freight carried by these branch railways.

When we consider that nearly all this freight, amounting to more than a million tons in six years, and a large percentage of the 419,893 passengers were hauled over the Intercolonial Railway in going to and from these branch lines, and when we further consider that in nearly all cases the Intercolonial gets a long haul for all this traffic, we begin to realize the value of the business that these branch lines as feeders give to the Intercolonial Railway.

Apart from their value to the Intercolonial as feeders these lines of railway have been of incalculable benefit to the localities which they serve and to the province at large. What the country would do without them is best illustrated by the consternation that prevails when one of them closes down for a day or two. Their successful operation is of a great benefit to the people of the province and any money which has been put into them by the government in the way of subsidies has been much more than repaid in the increased value of property in the districts which they serve and in the increased business and prosperity of the country at large; due in a great measure to their existence.

T. M. BURNS,  
GILLMOR BROWN,

*Branch Railway Commissioners.*

## THE CARAQUET AND GULF SHORE RAILWAY.

### LOCATION.

The Caraquet and Gulf Shore Railway is located in the county of Gloucester. This railway taps the Intercolonial at Gloucester Junction, which is situated five miles south of Bathurst Station. From Gloucester Junction, the railway runs, generally, in an easterly direction, following the south bank of the Nepisiguit river to a point about a half mile from the town of Bathurst. At this point, there is a 'Y' and a



spur line running down the bank of the Nepisiguit to a point close to where the public highway crosses the Nepisiguit river. Here is located the Bathurst Station. From the 'Y' above mentioned, the line continues in an easterly direction, following close to the bay shore until Grand Anse is reached.

At Grand Anse, which is thirty-one miles from Gloucester Junction, the line turns towards the south, leaving the Bay Shore, passing through Burnsville and striking the Bay Shore again at Upper Caraquet. From this point it follows closely the highway road to the village of Caraquet, fifty miles from Gloucester Junction. Continuing in an easterly direction through the parish of Caraquet, the railway reaches Pokemouche Junction, sixty miles from Gloucester Junction. From Pokemouche Junction the original Caraquet Railway continues on to Shippegan, its eastern terminus.

About ten years ago, a branch line was constructed from Pokemouche Junction, in a southwesterly direction, to Tracadie. This branch is called the Gulf Shore Railway. The length of the original Caraquet Railway, from Gloucester Junction to Shippegan, is seventy miles. The length of the Gulf Shore Railway from Pokemouche Junction to Tracadie Mills, is eighteen miles, making a total length of eighty miles of railway.

#### HISTORY.

The Caraquet Railway Company was incorporated by Act of Provincial Legislature, A.D. 1874.

The Act having expired, it was revived April 18, 1878, the names of K. F. Burns, M.P.P., P. G. Ryan, M.P.P., and others appearing as incorporators. The Act was further revived in the year 1882 and the name of the company appears in the list of railways to which aid to the extent of \$3,000 per mile was given by the Act of April 6, 1882. Construction was commenced in 1882, and the railway was opened for traffic to Shippegan, its eastern terminus in 1886.

The Gulf Shore Railway was incorporated by the Act of April 6, 1885, K. F. Burns, M.P.P., Robert Young, M.P.P., John Young, and others being the incorporators. Having expired, this Act was revived on April 21, 1894, and aid to the extent of \$2,500 per mile was granted by the provincial legislature.

Construction on the Gulf Shore Railway was commenced in 1894, and it was opened for traffic to Tracadie, its terminus, A.D. 1896. Both the Caraquet Railway and the Gulf Shore Railway received aid from the Dominion government to the extent of \$3,200 per mile.

The construction of both these railways is almost entirely due to the efforts of the late Senator Kenedy F. Burns.

Both the Caraquet and Gulf Shore railways were owned and operated by the Burns interests until some three years ago when Toronto parties secured control of the properties and it is now operated by them with Jas. Webster, Esquire, as general manager.

#### THE ALIGNMENT.

The alignment is excellent, much better in fact than the average branch railway. There are numerous tangents two and three miles long, and the average number of curves is less than one curve per mile of railway. We should estimate the percentage of curvature to be not more than 15 per cent of the total mileage. This is an exceedingly low percentage for branch lines.

#### GRADIENTS.

The gradients are easy, there being no heavy grades of any great length. The country through which the railway runs is very level and flat. We think the heaviest gradient is 11.2 per cent and that only for very short distances.



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## RIGHT OF WAY.

The right of way is generally sixty-six feet or four rods wide, except at stations, where additional necessary ground has been secured. Through the wooded districts the right of way, in numbers of places, has grown up with a second growth of small trees and bushes. These should be cut down and burned and the right of way cleared and cleaned.

## RAILS.

The rails on the Caraquet Railway from Gloucester Junction to Shippegan are Barrow steel, weighing fifty pounds to the yard. They were new when laid down on this railway. While they are very light, they are in excellent condition. There are very few, if any, instances of boomed or flatted ends. The quality of steel in those rails is much superior to that of the rail rolled at the present time. They are fastened with fish-plate joints with four bolts per joint. The rails on the Gulf Shore Railway, from Pokemouche Junction to Tracadie Mills, are also Barrow steel, weighing fifty-six pounds per yard. They were originally used on the Intercolonial Railway and were purchased from that road. They were taken out of the Intercolonial Railway track, not because of any inferior qualities nor on account of their having been badly worn, but for the reason that the heavy traffic and large and heavy rolling stock on the Intercolonial Railway demanded a heavier rail. These rails are in good condition, very little worn and practically as good as the day they were laid down. They are also fastened with a fish-plate joint.

## TIES.

The ties are of different kinds of soft wood, timber common to the country, the majority of them being cedar and princess pine. They are spaced two feet apart from centre to centre or 2,650 ties per mile of railway. A number of new ties have been put in during the past two seasons, but there are still required, we should estimate, an average of 1,000 new ties per mile of railway.

## BALLAST.

There is a good ballast pit on the Gulf Shore Railway, a short distance from Pokemouche Junction, and there is also splendid ballast, convenient to the line of railway, at a point near Gloucester Junction. Considerable new ballast has been put in the track during the last season, but there is still required a lot more. Ballast is one of the very greatest factors in the maintenance of track. We should estimate that an average of about 1,000 cubic yards per mile of railway is required to put the track in good condition.

## DITCHING.

There is excellent drainage and good opportunities for taking the water away from the road bed. Considerable side ditching requires to be done to keep the roadbed dry.

## CULVERTS.

Most of the culverts are of the open or beam type with some box culverts under the heavy banks. They are all built of cedar with some stone filling. There is an average of about one open culvert per mile of railway and most of them need slight repairs. A few need to be rebuilt entirely.



## BRIDGES.

The bridges are all of wood and are as follows, naming them in their order from Gloucester Junction:—

	Feet long.
Bass River bridge.. . . . .	120
Miller's Brook bridge.. . . . .	30
Janeville bridge.. . . . .	35
Scott's Brook bridge.. . . . .	120
Pokeshaw bridge.. . . . .	125
Burnsville bridge.. . . . .	100
Placid's Brook bridge.. . . . .	200
Trestle bridge . . . . .	400
Bertrand's bridge.. . . . .	400
McIntosh Cove bridge.. . . . .	425
St. Simon bridge.. . . . .	60
Pokemouche bridge.. . . . .	1,750
Tracadie bridge.. . . . .	160

*Bass River Bridge.*

This structure consists of two 60-foot deck Howe trusses resting on abutments and one pier of stone masonry. The masonry is in very good condition. The trusses have been strengthened by some additional bracing. While this bridge is at present in a safe condition, it will soon be worn out and will have to be renewed in a year or two at the latest.

*Miller's Brook Bridge.*

Miller's Brook has two abutments of round cedar in good condition. There are two trestle bents, also of round cedar. The trestle bents are in good condition but should have longitudinal bracing. The floor system on this, as in all other bridges, has two main stringers, one under each rail and two jack-stringers, all 12 inches by 14 inches. The ties are 16 feet long and there are outside, and in some cases inside, guard rails. This bridge is in a safe condition.

*Janeville Bridge.*

Janeville bridge is the same type as the Miller Brook bridge and is in fairly good condition.

*Scott's Brook Bridge.*

Scott's Brook bridge has two abutments and two large square piers all built of round cedar. There are trestle bents of round cedar between the piers, in good condition.

*Pokeshaw Bridge.*

Cedar crib works; in good condition.

*Burnsville Bridge.*

Abutments of flatted cedar, planked on the outside, and five double deck framed trestle bents. Bents are well braced and in good condition. This bridge is located on a curve and has additional rails as a guard on the inside of the curve. Bridge is in good condition.



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*Placid's Brook Bridge.*

Has framed trestle bents of round cedar. Bents are about 30 feet high. There are no longitudinal braces. Bridge is in good condition, but should have longitudinal bracing.

*Trestle Bridge.*

Four framed trestle bents. In good condition.

*Bertrand's Bridge.*

Has double deck framed trestle bents, round cedar posts. Bents, 35 to 40 feet high, well braced and in excellent condition. Sills well set up from the ground, resting on good solid blocking. This trestle was rebuilt a few years ago.

*McIntosh Cove Bridge.*

Has framed trestle bents for 150 ft. on the western end, and cedar blocks filled with stone for about 300 ft. on the eastern end. Cedar block work has openings about 20 ft. wide, every 50 ft. The trestle end of this bridge should be rebuilt. The cedar block work is strong and in very good condition.

*St. Simon Bridge.*

Has two abutments and one pier built of round cedar and filled with stone. This bridge is in very good condition.

*Pokemouche Bridge.*

This is the most important structure on the line, being about 1,750 ft. long across the Pokemouche river. The substructure is cedar blocks well filled with stone, seven of the blocks near the centre having ice fenders. There are two 50 ft. Howe truss spans near the eastern end. The substructure of this bridge is sound and solid. The floor system is irregular and out of surface. A great many of the ties are decayed and most of the guard rail is in bad shape. This bridge is safe but the floor system should be rebuilt and levelled up. New guard rails, some new stringers and additional new ties should be put in.

The floor system of nearly all the bridges and open culverts need repairs.

## STATION BUILDINGS.

There are booking stations with ticket offices, waiting rooms and freight shed at the following points: Gloucester Junction, Bathurst, Grand Anse, Burnsville, Caraquet, Tracadie, Inkerman and Shippegan. All these station buildings are in very good repair. There are through sidings at all these booking stations. There are flag stations with spur track at the following points: Salmon Beach, Miller's Brook, Janeville, Clifton, Stonehaven, New Bardon, Pokeshaw, St. Joseph's, Upper Caraquet, Ferguson's Bay Road and St. Isidore. There is a three-stall engine house at Bathurst station, a turntable at Tracadie, and a 'Y' at Shippegan, Pokemouche Junction and the junction near Bathurst station.

## ROLLING STOCK.

There are three locomotives, two passenger cars, five box cars, 22 flat or platform cars and one snow plough. Two of the locomotives are of good size and in good running condition. The third, which is a small machine, is now in the shop undergoing slight repairs. There is a first-class passenger coach and a combination second-class and smoking car in two compartments. Box cars and flats are in very good repair. A great deal of freight is handled in the Intercolonial railway freight cars.



The country through which the railway runs is generally pretty thickly settled, in a prosperous condition and improving all the time. The population of Gloucester County is increasing rapidly.

At Stonehaven there is a grindstone quarry and mill for the manufacture of grindstones. This is a prosperous business, some eighty hands being employed.

Grand Anse is a prosperous village on the Bay Shore, thirty-one miles from Gloucester Junction.

Caraquet has improved and grown rapidly of late years. There is a large population in this district and it is very thickly built up. There are three good hotels here and the place would make an ideal summer resort, being beautifully situated on the shore of the bay. Fishing is the principal industry here. Great quantities of cod and other fish are shipped yearly from this point. A great many of them go by rail.

At Lower Caraquet, near St. Paul's church, the railway is located about two and a half miles back from the village. In the vicinity of St. Paul's church there is a large population and a growing trade. It would be a great convenience to these people if a spur line were constructed with a station in the vicinity of St. Paul's church. As it is at present, all the business has to be conducted at Caraquet Station which is six miles away. The country through which this spur would run is very flat and construction would be easy. There are first class facilities for manufacturing industries in Caraquet; good communication, both by rail and water; a splendid climate and, above all, plenty of labour. There are a great many young people growing up in this section who would all prefer to stay at home if there was work for them to do. We know of no location where such an abundant supply of labour could be assured at all times. Caraquet has a population of nearly 5,000 and it is growing rapidly.

Walker Bros. have a lumber mill at Burnsville. Snowball's mill is located on the Gulf Shore railway, and Adams, Burns & Company's large mill is at the terminus in Bathurst. A large quantity of lumber sawed at Walker Bros. and Snowball's mills is carried over the railway.

Shippegan has a fine harbour and is the headquarters of a large fishing industry.

Shippegan Island and Miscou Island form part of the county of Gloucester. At Lemeque, on Shippegan Island, is the extensive fishing business of Wm. Fruing & Co., which gives employment to about 200 persons. Nearly all the fish are brought to Shippegan and shipped from there by rail.

Miscou Island has also a large business in fish, employing a great many people. This island is thickly populated and has good farms.

There is a steamship communication established between these islands and Caraquet and Shippegan.

There is a fine wharf at Caraquet which cost in the vicinity of \$700,000 and has 20 feet depth of water at low tide. There should be a spur line from the Caraquet railway laid down to and on this wharf.

There is also a good wharf at Shippegan. The railway tract runs to the shore end of this wharf and it should be extended the full length of the wharf to deep water at its outer end.

The country through which this railway runs has been very greatly improved and the population largely increased by the building of this railway. The country in general looks prosperous and progressive, and the neat and well painted houses and farm buildings give a general air of thrift and prosperity.

The Caraquet railway station at Bathurst is inconveniently located on the east side of Nepisiguit river fully a mile from the business centre of the town. If the Nepisiguit river were bridged near the business centre, it would greatly facilitate the handling of freight and passengers and do away with the expensive cost of trucking freight nearly a mile. This would also largely increase traffic on the Caraquet railway as nearly all the freight which is now hauled to and from the Bathurst



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Station of the Intercolonial railway would come directly in to the heart of the business centre of the Caraquet railway.

There should also be a spur line about one mile in length at Stonehaven to facilitate the extensive business of the grindstone quarries at that point.

The train service, as at present conducted, gives one daily train each way to Caraquet; four trains per week to Pokemouche Junction; two trains per week to Tracadie and two trains per week to Shippegan. In general, this railway is in good condition and the expenditure of a small amount of money would make it first class

Length of Caraquet Railway .. . . . . .	68 miles.
Length of Gulf Shore Railway .. . . . . .	17 miles.
Total capital paid up, Caraquet Railway .. . . . . .	\$ 1,854,000
Total capital paid up, Gulf Shore W. . . . . . .	101,899
Bonds authorized, Caraquet Railway .. . . . . .	500,000
Bonds issued, Caraquet Railway .. . . . . .	500,000
Bonds sold, Caraquet Railway. . . . . . .	300,000
Bonds authorized, Gulf Shore Railway .. . . . . .	250,000
Bonds issued, Gulf Shore Railway .. . . . . .	Nil.
Bonds sold, Gulf Shore Railway .. . . . . .	Nil.
Cost including rolling stock, Caraquet Railway .. . . .	1,013,500
Cost per mile, Caraquet Railway .. . . . . .	14,904
Cost including rolling stock, Gulf Shore Railway .. . . .	101,899
Cost per mile .. . . . . .	6,065
Number of passengers carried in 1901 .. . . . . .	5,610
Number of passengers carried in 1906 .. . . . . .	10,629
Increase in five years .. . . . . .	89%
Tons freight carried in 1901 .. . . . . .	18,904
Tons of freight carried in 1906 .. . . . . .	22,655
Increase in five years .. . . . . .	20%
Gross earnings in 1901 .. . . . . .	\$ 26,173
Gross earnings in 1906 .. . . . . .	44,988
Increase in five years .. . . . . .	72%
Operating expenses in 1901 .. . . . . .	27,219
Operating expenses in 1906 .. . . . . .	48,650
Increase in five years .. . . . . .	79%
Net earnings in 1901 .. . . . . .	1,046 Deficit.
Net earnings in 1906 .. . . . . .	3,663 Deficit.

The Caraquet and Gulf Shore railways are operated as one road.

T. M. BURNS,  
GILLMOR BROWN,

*Commissioners.*

BATHURST, N.B., December 18, 1907.

## BEERSVILLE RAILWAY.

This railway is located in Kent county. It taps the I. C. R. at Adamsville station, 31 miles north of Moncton, and runs almost due east to Beersville on the west side of Coal Branch river, the eastern terminus being at the tippie of The Imeprial Coal Company's mine. The length of the line from Admsville to Beersville is about  $6\frac{1}{2}$  miles. From a point on the main line, about  $\frac{1}{4}$  of a mile west of Beersville, a branch line extends in a southerly direction to the Canadian Coal Company's mine. This branch is about  $2\frac{1}{4}$  miles long, making the total length of railway  $8\frac{3}{4}$  miles.



## HISTORY.

The Beersville Railway Company was incorporated by Act of Provincial Legislature in 1902. Among the incorporators were Hugo Van Hagan of New York, M. F. Keith and C. W. Polleys of Moncton. A contract was entered into in September, 1903, with Brown Bros. Construction was commenced on the 25th of September, 1903, and on the 24th of December of the same year the first car load of coal was hauled over the railway from the Imperial Coal Company's mines. The branch line was constructed in the season of 1904 and the whole line open for traffic during that year. The railway received the usual provincial subsidy of \$2,500 per mile and the Dominion subsidy of \$3,200 per mile.

## ALIGNMENT.

The alignment is excellent, there being only two curves on the main line and three on the branch. All these curves are easy, those on the main line being one and three degrees respectively. Only about ten per cent of the total length is on curve, and ninety per cent tangent. The gradients on the main line are easy, the maximum being one and a half per cent, and that for only a short distance. The grade gradually descends from Adamsville to Beersville, the base of rail at Beersville being exactly 100 ft. lower than at Adamsville. On the branch line there is one grade of about one and nine-tenths per cent and about a quarter of a mile long. The remainder of the branch line has very easy grades.

## RIGHT OF WAY.

The right of way is generally 66 feet in width. It has been well cleaned and burned and presents a very neat appearance. With the exception of a very short distance through the heavy woods, the right of way is fenced with a substantial Page wire fence, in good condition.

## RAILS.

The rails are Barrow steel, weighing 56 lbs. to the yard, purchased from the I. C. R. They are in very good condition and very little worn. They are fastened with a fish-plate joint with four bolts per joint.

## TIES.

The ties are mostly cedar, hemlock and spruce, spaced two feet apart. With very few exceptions, the ties are all sound and in good condition.

## BALLAST.

This railway is well ballasted with an excellent quality of gravel. There being no ballast pits of any description on the line of railway, ballast had to be purchased from the Kent Northern railway. It was hauled by that company from their ballast pit at Mill Creek in Kent Junction, a distance of twenty miles. It was then hauled by the I. C. R. from Kent Junction to Adamsville, a distance of fifteen miles, and at Adamsville was delivered to the Beersville Railway Company. There were about 1,300 car loads so delivered and ballasting was a very expensive item in the construction of the road.

## DITCHING.

The track is thoroughly well ditched from end to end, and, as a consequence, the roadbed is kept dry.



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## CULVERTS.

There are no open culverts on the line. All the culverts are vitrified double strength culvert pipe from 8 to 24 inches in diameter.

## BRIDGES.

There are no bridges of any description on this line of railway, in fact there are no openings of any kind in the track with the exception of three sets of cattle-guards at the highway crossings.

## STATION BUILDINGS.

There is a fine new station building at the Beersville terminus. It is two stories with waiting room, ticket office and officials' room on the first floor and living rooms on the second floor. This building is neatly painted on the outside, has hardwood floors and the walls are sheathed with tongued and grooved pine. There is also a neat and commodious freight house located close by the station building. There is a two-stall engine house near the junction of the branch line, operated on a limited scale. The Northern Company's mine has been opened and we understand that it is the intention of the company to push this work vigorously. The vein in these mines runs from 18 to 33 inches in thickness, about the same thickness as the deposit at Minto in Queen's County. The coal is of an excellent quality and quite easily mined. It is not necessary to shaft, as the outcrop of the coal is in the face of the cliff, which on the west bank of the Coal Branch river, is some 200 feet high. The coal is mined by running an opening in from the face of the cliff on a practically level grade, so that the drainage is by gravity to the mouth of the opening, no pumping being necessary.

The Imperial Coal Company's opening or level has been driven about 1,000 feet in the face of the cliff and there are facilities for working a great number of men in this level. Owing to the fact that the coal companies and the railway company have never worked in harmony, these mines have never been operated as they should have been. It seemed to us, from personal examination, that, with proper organization and management, these coal properties and this railway have a great future and that there will eventually be a large and lucrative business done which will be of immense benefit to Kent county and the province in general. The country from Adamsville for the first three miles is barren and of not much value for any purpose. Timber has been destroyed by fire and the land is not good for farming. From a point about three miles from Adamsville to the Beersville terminus of the road, the railway runs through a wooded district with a heavy growth of hemlock, spruce and hardwood timber. When the timber is cut off, this will make fine farming land and will probably be thickly settled. At the Beersville end of the line, extending up and down the Coal Branch river is an old and very fine farming district, thickly settled and in a very prosperous condition.

Length of railway.. . . .	8 $\frac{6}{10}$ miles.
Total capital paid up.. . . .	\$ 184,136 00
Bonds authorized.. . . .	35,000 00
Bonds issued.. . . .	35,000 00
Bonds sold.. . . .	20,000 00
Cost, including rolling stock.. . . .	not reported
Cost, per mile.. . . .	not reported
Number passengers carried in 1905....	850
“ “ 1906....	1,156
Increase in one year.. . . .	36%



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Tons of freight carried in 1905...	3,727
“ “ 1906..	5,257
Increase in one year..	41%
Gross earnings in 1905..	1,084 00
“ “ 1906..	1,651 00
Increase in one year..	52%
Operating expenses in 1905..	2,660 00
“ “ 1906..	4,509 00
Increase in one year..	69%
Net earnings in 1905 ..	1,575 00
“ “ 1906..	2,859 00

T. M. BURNS,  
GILLMOR BROWN,  
*Commissioners.*

BATHURST, N.B., December 18, 1907.

BUCTOUCHE AND MONCTON RAILWAY.

LOCATION.

This railway is located in Westmoreland and Kent counties. It taps the Intercolonial at Moncton and runs in an northerly direction to Buctouche, which is situated at the mouth of the Buctouche river in Kent county. It parallels the line of the Intercolonial to the point where it crosses the track of that railway about two miles out from Moncton. The total length of main line is thirty-two miles.

ALIGNMENT.

The alignment is fair. There are some tangents of about a mile in length and there are no sharp curves. We should estimate about 50 per cent of the total length to be on curves and 50 per cent tangent.

GRADIENTS.

Gradients are fairly good. The maximum grade we should judge to be 1½ per cent, but there are no very long grades of this character.

RIGHT OF WAY.

The right of way is sixty-six feet wide. It has grown up with small bushes in places, but in general it is fairly well cleared and cleaned up. For a considerable portion of the distance the right of way is through cleared and cultivated fields.

RAILS.

The rails are Barrow steel weighing 56 lbs. to the yard, purchased from the Intercolonial railway. They are in good condition, no broomed or battered ends and are fastened with fish-plate joints, four bolts per joint.

TIES.

This railway has more than the usual number of ties and they are in a good state of preservation. On account of the scarcity of ballast, this is an excellent feature. A large number of new ties have been put in the track during the past two years, but



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some new ones are still required. The rails are well spiked to the ties and the track is strong and safe.

## BALLAST.

There are very limited opportunities of procuring ballast along the line of the railway. There is some of an inferior quality, but the track is surfaced and kept up mostly with material from the ditches and sides. We were much surprised to find that, notwithstanding this, the track is in good surface and alignment. The management certainly deserves credit for keeping the track in good shape under such adverse conditions.

## DITCHING.

The roadbed is well ditched and the ditches kept open. This keeps the track dry and does much towards maintaining it in good condition.

## CULVERTS.

The box culverts are generally built of cedar with cedar covering. The open culverts are cedar crib work filled with stone. Some of them are beginning to decay, but they are nearly all in fair condition.

## BRIDGES.

*Trestle at Buctouche Terminus.*

This trestle is about 1,000 feet long, extending down the shore of the harbour to deep water. The trestle, with the exception of about 150 feet, is new within the last two years; it is excellent condition.

*Buctouche Bridge.*

..

This is the most important structure on the line, consisting of a pile trestle at each end, and Howe truss draw span of 150 feet, two Howe truss spans of 70 feet, and one of 45 feet. The spans rest on piers made of wrought iron piling. These piles are wrought iron cylinders about fourteen inches in diameter with a square stick of hard pine timber inside the iron cylinder, the space intervening between the timber and the shell of the cylinder being filled solid with cement. Some of these piles are driven to a great depth, 75 feet, or more. The trusses are all 19 years old, and while they are in fairly good condition and safe, these spans will have to be renewed in two or three years at least. The trestle approach on the south side has been renewed. The greater portion of it was rebuilt three years ago, some of it was rebuilt last year and the balance was rebuilt six years ago. The original was a pile trestle, and when the work was renewed, these piles were sawed off at the bed of the river and a sill bolted to the pile head on which the trestle bent was erected. Around the foot of each trestle bent was built a strong crib work filled with stone. These cribs are of great use for holding the trestle steady and particularly in keeping it from being moved by the ice in the spring. Bents are nineteen and twenty feet apart from centre to centre. The girders are continuous, consisting of three hard pine sticks under each rail, two 8 x 12 and one 10 x 12. The trestle approach on the north end is similar in construction and has been renewed in part. It is the intention of the manager to rebuild the trestle and further improve the north end next year.

*McKee's Bridge.*

This structure has three deck Howe truss spans of 61 feet each. The bottom and top chords are of hard pine, the bottom chord having three-ply, the two outside being



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6 x 14 and centre 8 x 14; the top chord is of the same thickness but 12 inches deep. The bracing and floor timbers are native spruce. The original bridge was torn down and these trusses erected new four years ago. They are in first-class shape and perfectly safe. The piers of this bridge are built of flatted cribwork filled with stone. They were built nineteen years ago but are still in good condition. The south abutment has been reinforced by resting the end of the stringer on an independent bent built close up to the abutment.

#### *Cocagne Bridge.*

There are three deck Howe trusses of 61 feet span of the same design and dimensions as the McKee bridge spans. These three spans were built entirely new three years ago to replace the old spans which were torn down. These spans are of hard pine timber throughout. On the north end of the bridge is a short span of about 35 feet, which was built about eight years ago. There is a short trestle approach at the north end and a trestle approach at the south end. The span rests on piers built of flatted cedar cribwork filled with stone. These piers are solid and in good condition. The new spans are in first-class shape but it will probably be necessary in a short time to put in a new span of the same dimensions at the north end to replace the present short span and trestle bent.

#### *Foulkner Trestle.*

About 200 feet long. The bents are 14 feet apart from centre to centre. Posts are round spruce and sills are square hemlock, bracing and caps native spruce. Some of the caps are are hard pine; stringers, hard pine, three-ply under each rail. Ties and guard rails are of spruce. Trestle was rebuilt about six years ago and is in good order and perfectly safe. This bridge is located on a curve and also being on a steep grade the track has a tendency to creep down the hill carrying with it the top of the bent. To prevent this, there has been heavy bracing introduced, extending from the sill of one bent to the cap of the second adjoining bent. Since these braces were put in, the creeping has stopped.

#### *MacDougall Trestle.*

About 225 feet long. This trestle has not been entirely rebuilt, but has had a great many renewals so that not more than one-half of the original timbers are in the trestle. Bents are spaced 12 feet apart from centre to centre and are mostly posts of square hemlock, except some of the new ones which are round spruce. Stringers are of spruce and also the ties and guard rails. This trestle seems to be in good, sound condition and with occasional repairs should last a considerable number of years. It would be well if both this and the Faulkner had some longitudinal bracing as the bents are quite high.

#### *Scott's Settlement Bridge.*

This is a trestle work about 250 feet. It has had a great many renewals from time to time and seems to be strong and in fairly good condition. Quite a number of new posts have been put in and it is a very well braced longitudinally. The abutment on the south end has rotted away and the trestle has been extended over the abutment by putting in several new bents and extending the floor system well back to the bank.

#### *Cape Breton Bridge.*

This is a 50 foot deck Howe truss, formerly resting on timber abutments made of hemlock. The abutments have entirely rotted away and the bridge is now resting on trestle bents, and several new trestle bents have been built at each end to carry the floor across the old abutment on to the abutment at each end. The truss is about nine-



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teen years old and about worn out. It is the intention to rebuild the structure next year with a steel bridge resting on stone piers. This bridge is probably the weakest on the line of railway. The chords are of hard pine and the bracing of native spruce.

*Reservoir Bridge.*

This is a pile trestle 300 feet long across the city reservoir. The depth of water near the centre is about 25 feet and at the present stage the surface of the water is about level with the bottom of the stringers. With the exception of the floor system all the timbers on this bridge are under the water nearly all the time so there is no danger of decay. The bridge is in good surface and alignment, and what is visible to the eye is in good condition.

*Hall's Creek Bridge.*

About 40 feet long, originally a pile trestle. A good many of the bents have been renewed by cutting off the pile close to the surface and then erecting framed bents in the pile heads. The bents in the channel of the creek are built on a skew. This bridge is in fairly good condition

## ROLLING STOCK.

There are two locomotives in good working order; one first class passenger car, and second class combination with a smoking compartment and compartment for baggage. There are 38 flat or platform cars and five box cars and one snow plough. The rolling stock is in good order and the company does a good deal of repair work of its own.

## STATIONS.

There are booking stations at Moncton, Buctouche and St. Anthony. Flag stations at Louisville, Notre Dame, Tankville, Irishtown, Cape Breton, Scotch Settlement, MacDougall's, Notre Dame, Cocagne and McKee's Mills. There is quite a lot of track room at the Buctouche terminus and good facilities for loading and unloading from the cars to the schooners and steamers on J. D. Irving's wharf. There is an engine house and turn-table at Buctouche and the same at Moncton. There are also extensive coal sheds at both these points. The station buildings at Moncton and Buctouche have each two waiting rooms and a ticket office. There is quite a large freight shed at each of these points. These buildings are in fairly good repair.

## TRAIN SERVICE.

There is one train each way daily. The train leaves Buctouche at 8 o'clock a.m. arriving at Moncton at 10 a.m. Leaves Moncton at 3 p.m., and arrives at Buctouche at 5 p.m.

Moncton, the southern terminus of this railway, is a progressive city of about 11,000 population. It is the headquarters of the Intercolonial, and is also the eastern terminus of the new Transcontinental railway. Buctouche, at the northern terminus, is a flourishing town of about 1,000 population and has a good harbour on the straits of Northumberland. The country through which the railway passes between these two places is very well settled and is a good agricultural district. There are a number of mills along the line of railway and a large quantity of lumber is shipped by rail over this road. About 7,000,000 feet of lumber were shipped last season.

An extensive business is carried on in the transportation of coal by rail from Buctouche. A large percentage of coal used in Moncton is brought by schooner from the Sydneys to Buctouche and thence by the Buctouche & Moncton railway to Moncton. There is an immense business in fish and particularly in clams. About 140 carloads of clams were shipped over this railway last year. At Buctouche is located Mr. J. D.



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Irving's fine flouring mill which is, we understand, the best in the province. Kent county raises and harvests a great crop of wheat, being one of the best counties in the province in this respect.

The business of this railway has increased rapidly during the past five years. Its gross earnings are well up as compared with other branch railways, but its operating expenses are heavy and practically all of its earnings are used up in maintenance.

Length of railway.. . . .	32 miles.
Total capital paid up .. . . .	\$756,100
Bonds authorized.. . . .	310,000
Bonds issued.. . . .	310,000
Bonds sold.. . . .	310,000
Cost, including rolling stock .. . . .	291,999
Cost per mile.. . . .	9,125
Passengers carried, 1901.. . . .	9,443
Passengers carried, 1906.. . . .	15,667
Increase in five years .. . . .	66%
Tons freight carried in 1901 .. . . .	20,615
Tons freight carried in 1906 .. . . .	24,225
Increase in five years.. . . .	18%
Gross earnings in 1901 .. . . .	15,969
Gross earnings in 1906.. . . .	22,365
Increase in five years.. . . .	40%
Operating expenses in 1901 .. . . .	18,733
Operating expenses in 1906 .. . . .	22,327
Increase in five years.. . . .	19%
Net earnings in 1901 .. . . .	2,764    Deficit.
Net earnings in 1906.. . . .	37    Surplus.

T. M. BURNS,  
GILLMOR BROWN,  
*Commissioners.*

BATHURST, N.B., December 18, 1907.

KENT NORTHERN RAILWAY.

LOCATION.

This railway is located in Kent county. It taps the Intercolonial railway at Kent Junction, 45 miles north of Moncton. From Kent Junction the railway runs due east following the height of land between the Richibucto river and the Kouchibouguacis river, striking the Richibucto river at Rexton, 24 miles from Kent Junction. From Rexton the railway follows along the north side of the Richibucto river to Richibucto, its eastern terminus. The total length of railway is 27 miles. From the terminus at Richibucto, a branch line called the Richibucto and St. Louis railroad was constructed some 15 years ago. This line of railway ran in a northern direction to the village of St. Louis on the Kouchibouguac river. This railway was in operation for a number of years, but it is now abandoned.

HISTORY.

The Kent Northern Railway was incorporated by Act of local legislature in 1874. Among the incorporators were Henry O'Leary, M.P.P., Owen McInerney, M.L.C., Martin Flannagan, Esquire, and others. The railway received aid from the local



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government to the extent of \$5,000 per mile by Act of Legislature in 1874. Construction was commenced in 1876; contract for the construction of railway being let to John C. Brown. The railway was opened for traffic in November, 1883. The Richieu and St. Louis Railway was incorporated by Act of Parliament in 1884. It received aid from the local government to the extent of \$3,000 per mile. Construction on this railway was commenced in 1884 and it was opened for traffic in 1885. This railway was operated in conjunction with the Kent Northern Railway until 1890 when traffic on it was discontinued. It has not been operated since. Both of these railways received aid from the Dominion government to the extent of \$3,200 per mile. The Kent Northern Railway was owned and operated by John C. and Wilmot Brown until 1893. At that time a syndicate was formed consisting of John Jardine, Robert Finney, Thomas Murray, W. C. Carter and George Robertson. This syndicate of men was incorporated as the Kent Northern Railway Company and purchased the railway from the Messrs. Brown. Since that time, the railway has been operated by this syndicate, of which John Jardine is the president and W. C. Carter is the secretary.

## ALIGNMENT.

This alignment is excellent, there being only 21 curves in the entire length of 27 miles. There are two tangents of four miles each and a number of other tangents from one to three miles in length. None of the curves are sharp, most of them being under four degrees.

## GRADIENTS.

The gradients are good. The railway falls gradually from Kent Junction to Richibucto. There are no very long grades and the maximum is 1, 1½ per cent.

## RIGHT OF WAY.

The right of way is generally 66 feet wide. Where it runs through wooded districts, it has grown up with a second growth of small bushes. There are also lots of old ties lying around that have been taken out of the track, and the right of way presents anything but a neat appearance. The bushes should all be cut and burned and the entire right of way cleaned up.

## RAILS.

The rails are 57 lbs. Barrow steel. They were purchased from the Intercolonial Railway, having been taken from that track to be replaced with heavier rails. They are in fairly good shape, but are somewhat broomed at the ends. They are fastened with a fish-plate joint with four bolts per joint. We noticed, in a great many instances, there were only three bolts per joint, and, in a number of instances, only two. We also noticed that the rails, in some instances, were not well spiked to the ties.

## TIES.

The ties are of different kinds of wood, mostly cedar, Princess Pine, spruce and fir. They are rather small and not placed close enough together. A good many new ties have been put in the track during the last two or three years, but there are still required, we should estimate, at least an average of 800 ties per mile of track.

## BALLAST.

There is a splendid ballast pit at Mill creek, on the line of railway seven miles from Richibucto and twenty miles from Kent Junction. There is an unlimited supply of ballast in this pit and the company has sold large quantities of it to the Intercolonial Railway. There has been considerable ballasting done during the last few years, but the track still requires a lot more. It seems a pity that this track is not better



ballasted as there is such a splendid opportunity for ballast, and it could be placed in the track at a very small cost. The track should have at least one hundred carloads of ballast per mile in addition to what is already in the track. This would be an average of about 1,000 cubic yards per mile of additional ballast.

#### DITCHING.

Very little ditching has been done since the railway was built. In a great many instances, the ditches have filled up. There is a good opportunity for drainage and the track should be thoroughly side-ditched in order to keep the roadbed dry.

#### CULVERTS.

All the culverts, both open and boxed, were constructed of stone masonry. The principal open culvert is at Weldon's creek, about one mile from Richibucto. This has an opening of 16 feet and is spanned by steel girders made of old T rails. The abutments of this culvert are of good substantial stone masonry, in good condition, except that it requires to be pointed up with cement. Other open culverts are at Bass river, Molus river and other various points along the line. They are all small with openings of from 8 to 12 feet. The masonry in the abutments of these culverts is in good condition, but the floor system, girders, ties, wall-plates, and guard-rails should be entirely renewed in each case. Some of the box culverts need to be repaired and two of them need to be entirely rebuilt. The walls having fallen in, a small sum of money properly expended would put all these culverts in good condition.

#### BRIDGES.

There are no bridges on the entire line of the railway, a case which is probably without a parallel in the province. The largest opening in the track is the open culvert at Weldon's creek, which is described above.

#### STATIONS.

There are booking stations at Kent Junction, Rexton and Richibucto. The station houses at Rexton and Richibucto have waiting rooms, ticket office and a commodious freight room. These buildings are in good repair. There are flag stations at Mill creek, Grumble road, Molus river and McMinn's mill. There are through sidings at Richibucto, Rexton and Grumble road and spur tracks at different points. There is a three-stall engine house at Richibucto and a turn-table, which is enclosed. The engine house has a small repair shop and a steam pump for filling the tanks. There is a water tank at Kent Junction and one at Grumble road. There is a turn-table at Richibucto and a Y at Kent Junction.

#### ROLLING STOCK.

There are two locomotives in first class order; good substantial machines and in operation every day. These locomotives are always in good repair and their appearance indicates that they receive the best of care. There is one passenger car in good condition, one freight and express car for handling small freight and express matter, and a number of platform cars. All the freight which goes or comes in carload lots is hauled in the Intercolonial Railway freight cars. There are two snow-ploughs, one push plough and one wing plough. These ploughs are first-class samples of good workmanship, durable and in excellent repair. No branch railway in the province is as well equipped for fighting snow as the Kent Northern Railway, and for this reason they are able to keep the road open during all the winter season when many of the other branch railways are closed down.

#### TRAIN SERVICE.

There is one train each way daily, leaving Richibucto at ten o'clock in the morning and arriving at the Junction at 11.30 a.m., connecting there with the Intercolonial



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Railway express trains north and south. The train leaves Kent Junction at 1.05 p.m., arriving at Richibucto at 2.35 p.m.

Richibucto is a prosperous town of about 1,500 population. Rexton has a population of about 1,000, and the country in the immediate vicinity is very thickly settled. Both of these towns are very much improved in recent years. There is an immense business down here in fish, there being three large firms engaged in this industry, viz.; Richard O'Leary, A. and S. Loggie and William Forbes. Each of these firms has large freezer and immense quantities of all kinds of fish are packed away in these freezers until such time as they are shipped to the United States market. Great quantities of smelt are caught in the Richibucto river during the months of December, January and February, as many as 150 carloads having been shipped away from Richibucto and Rexton in one season. At Rexton is located the large lumber mill of Jardines. This is a band saw mill of the most modern pattern and cuts a large quantity of lumber. Richard O'Leary has a large steam saw mill at Richibucto and a considerable portion of the lumber cut at this mill is shipped over the railway. All the local trade of Richibucto, Rexton and the surrounding country is hauled over this railway. Both Richibucto and Rexton are lighted with electric lights, and there are some very fine merchantile establishments in both towns. The valley of the main Richibucto river and also of the Kouchigouguac and Kouchigouguacis are very fertile, and the country is thickly settled and in a very prosperous condition. This railway makes an excellent showing. A glance at the attached statements of increase in volume of traffic and also of gross and net earnings will show that the Kent Northern Railway heads the list of branch railways in this province as a money-making proposition. This is, in a great measure, due to the low charges in maintenance of way, there being no expensive wooden bridges. From Richibucto it is only a short distance to Prince Edward Island, and if a line of steamers were put on between Richibucto and West Cape, on Prince Edward Island, this route via the Kent Northern Railway would be the shortest and most direct route from all point on the Intercolonial Railway north of Kent Junction.

Lenth of railway.. . . . .	.....	27 miles.
Total capital paid up.. . . . .	\$268,334	
Bonds authorized .. . . . .	Nil	
Bonds issued.. . . . .	Nil	
Bonds sold .. . . . .	Nil	
Cost, including rolling stock.. . . . .	275,000	
Cost per mile.. . . . .	10,185	
Number of passengers carried in 1901 .. . . . .	.....	5,795
Number of passengers carried in 1906.. . . . .	.....	8,775
Increase in five years .. . . . .	.....	51%
Tons of freight carried in 1901.. . . . .	.....	4,070
Tons of freight carried in 1906 .. . . . .	.....	95,504
Increase in five years .. . . . .	.....	2,246%
Gross earnings in 1901.. . . . .	11,387	
Gross earnings in 1906.. . . . .	22,088	
Increase in five years.. . . . .	94%	(94)
Operating expenses in 1901 .. . . . .	9,680	
Operating expenses in 1906 .. . . . .	14,012	
Increase in five years .. . . . .	45%	
Net earnings in 1901.. . . . .	1,707	
Net earnings in 1906 .. . . . .	8,075	
Increase in five years .. . . . .	373%	

T. M. BURNS,  
GILLMOR BROWN,

BATHURST, December 18, 1907.

Commissioners.



## SALISBURY AND HARVEY RAILWAY.

This railway is located in Westmoreland and Albert counties. It taps the Inter-colonial railway at Salisbury, about 15 miles from Moncton, and runs generally in a southeasterly direction to the town of Albert, its eastern terminus. The entire length of main line from Salisbury to Albert is 45 miles. From Albert a railway was projected and constructed as far as Alma, about 16 miles. This railway was called the Albert Southern. Operation on this railway was discontinued about five years ago, and there has been no business done over it since. The Harvey branch, 3 miles in length, from Albert to Harvey Bank, was also constructed, but is not now operated.

### HISTORY.

The Salisbury and Harvey is the oldest of these branch lines, having been incorporated by Act of the Provincial Legislature, A.D. 1864, under the name of the Albert Railway Company. The Act was amended and revived a number of times and the railway was not entirely completed until about A.D. 1878. It is now under the management of Mr. W. A. Sherwood. It received a subsidy of \$10,000 per mile from the provincial government and a grant of old iron rails from the Dominion Government. It received in addition to this \$70,000 of bonus from the municipality.

### ALIGNMENT.

The alignment is fairly good, but we should estimate the curvature to be at least 50 per cent of the length.

### GRADIENTS.

The gradients are as good as on the average branch lines, the maximum gradient being about  $1\frac{1}{2}$  per cent. The country through which the railway runs is quite flat, and there are no very long grades.

### RAILS.

The rails, between Albert and Hillsboro, are iron rolled some 40 years ago. This rail is in fairly good shape, but somewhat worn. On the remaining portion the rail is Barrow steel, weighing 56 pounds to the yard, and in very good condition; fastened with a fish-plate joint, 4 bolts per joint.

### TIES.

The ties are of soft wood, common to the country. They are laid closer together than is usual on branch lines, which is a very good feature on account of the scarcity of ballast. Some new ties are put in the track every year, but a lot more are required.

### BALLAST.

There is very little ballast in the track and there are no ballast pits on the line of railway. Notwithstanding this fact the track is in very good shape, and is kept in very good surface and alignment. The roadbed has been well ditched and is comparatively dry. If there were about 8 inches of ballast it would make an excellent track.

### CULVERTS.

Most of the rivers are tidal and there are a number of wooden aboideaux; these are all in fairly good condition. Some of the box culverts are stone and some of the open culverts cribwork; they are all in fairly good condition.



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## BRIDGES.

*Palmer's Creek Bridge.*

Structure about 300 feet in length, consisting of a pile trestle on the western end and hemlock block work on the eastern end, and a Howe truss span of 50 feet over the channel. The Howe truss rests on pile abutments. The crib portion of this bridge is weighted heavily with stone. The pile structure is in good condition as is also the crib structure. The Howe truss span is decayed in places. There has been a new top chord put in this truss within the last two years, but it will be necessary to replace this bridge within a year or two.

*Saw Mill Creek Bridge.*

About 300 feet long, a pile trestle on each end and a 50 foot Howe truss over the channel. Howe truss is resting on pile abutments. Piling is in good condition and apparently strong and safe. Trestle is decayed in certain places and it will be necessary to renew it very soon. Management informs us that the bridge will be renewed during the next season. While the bridge at present is safe, it is nearly worn out, and it will be absolutely necessary to renew it shortly.

*Chipman Creek Bridge.*

A framed trestle, about 160 feet long, bents are spaced 12 feet apart from centre to centre. Bents are in good condition, sound and safe and on good foundations. The floor system probably needs renewing, particularly should there be some new floor stringers and some new ties. Structure, as it is now, is safe, but the floor system must be renewed in a short time. As for the bents themselves, they are strong and in good condition.

*Sodom Creek Bridge.*

Pile structure, about 150 feet long; bents are spaced 12 feet apart from centre to centre, and piling is in good condition. Some of the floor stringers need to be renewed, and it is the intention of the management to put in some new stringers this year. Structure will then be safe.

150 foot trestle which formerly was a solid embankment and was washed out by a heavy flow of water some years ago. This is a pile structure with bents 12 feet apart from centre to centre. Piling is in good condition and the entire structure is in very good shape, except that the floor system needs some new ties and some new stringers, and it would also be of great benefit to this trestle, and in fact all the trestles on this line of railway if they had more longitudinal bracing.

*Curryville Trestle.*

About 350 feet long, and in the centre about 30 feet high. This trestle has been rebuilt within the last two years, new hard pine bents having been put in at intervals of 20 feet from centre to centre, plumb posts of the old bents being lifted in to support the centre of the span. Stringers are 12 x 12 with a corbel support on each cap. Sills are founded on pedestals of stone masonry, and consequently are kept well above the damp. The trestle would be better with a series of longitudinal bracing running through and bolted to the plumb posts on each trestle bent. Structure is in excellent shape and perfectly safe.

*Demoiselle Creek Bridge.*

Open culvert, about 20 feet span; stone abutments about 25 feet high. The floor system consists of stringers with an A truss running up from the abutments to sup-



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port the stringers at the centre. The structure is in first class condition. There is a similar culvert to this over the same stream about one-half mile ahead.

*Hillsboro Bridge.*

In good condition and will last a number of years. The floor system is first rate. The foundations are in excellent condition, and altogether, the bridge may be considered perfectly safe.

*Weldon Bridge.*

Fifty foot span on timber abutments. The truss is in fairly good shape. The abutments are well preserved and strong. It will be necessary to rebuild the truss in a few years.

*Mill Creek Bridge.*

Trestle about 300 feet long and in the centre 35 feet high. Built entirely of hard pine three years ago. This structure is in excellent condition, sound and safe.

*Turtle Creek Bridge.*

The most important structure on the line. About 535 feet long, consisting of a framed trestle approach on each end and a deck Howe truss span of 108 feet in the centre. The eastern approach has been rebuilt within the last year, and it is the intention of the management to rebuild the western approach next year. The Howe truss span was rebuilt entirely new two years ago. This structure is built entirely of hard pine, and is in excellent shape, particularly the new part. The eastern end, which the management asserts they will rebuild next year, is in fairly good shape now, with the exception of some of the sills which are rotted. The foundation of the trestle bents are stone masonry; the trestle is exceptionally well braced and the structure is safe.

STATION BUILDINGS.

There are booking stations at Salisbury, Hillsboro and Albert; flag stations at Price's, Weldon, Albert Mines, Woodsworth's, Wilson's, McHenry's, Curryville, Cape, Danial's Hill and Riverside.

There is a through siding at Albert terminus and one at Salisbury. At each of the flag stations there is a spur track. The station building at Albert is neat and substantial, with ticket office, two waiting rooms, and with apartments upstairs, it being a two storey building. There is also a commodious freight shed and a coal shed at Albert. There is a station house and freight shed at Hillsboro in good repair. At Albert is an engine shed with capacity for two locomotives. There is a turn-table at Albert and one at Salisbury.

ROLLING STOCK.

There are four locomotives, one first class passenger car, two combination cars and one conductors van, 28 flat cars, one snowplough and one flanger. The locomotives are light but in good working order and all the rolling stock is in very fair condition.

TRAIN SERVICE.

There is one train each way daily. (There is one train each way daily.) Train leaves Albert in the morning, arriving at Salisbury at 9 a. m. It leaves Salisbury noon and arrives at Albert at 3 p.m. The operation of this railway in the winter is very irregular, and some winter seasons, it is entirely closed down.



TELEGRAPH LINES.

The railway has a telegraph line operated by the Western Union, the wires and poles being owned by the railway company.

The country through which the railway runs is very thickly settled and in a very prosperous condition. It is an agricultural district, and large crops of hay are raised. Albert, the southern terminus, is a prosperous village of about 1,000 inhabitants, and is the distributing point for a large and thickly inhabited territory. Hillsboro is also a prosperous town of about 1,200 population, and quite a large business is done here. At Hillsboro is located the celebrated plaster works of the Albert Manufacturing company. It is a very large concern, employing in all about 300 men. Large quantities of plaster rock are shipped by water. The manufactured plaster is shipped largely by rail, about 400 barrels being produced daily. This extensive business is managed by the Hon. C. J. Osman, and its successful operation is of very great benefit to Albert county. Large quantities of lumber are shipped over the line of this railway, being brought to Hillsboro by rail and shipped by water from that point. About 5,000,000 of feet were handled last season.

Length of railway.. . . . .	45 miles.
Total capital paid up.. . . . .	\$704,391
Bonds authorized.. . . . .	250,000
Bonds issued.. . . . .	250,000
Bonds sold.. . . . .	.....
Cost, including rolling stock.. . . . .	1,802,440
Cost per mile.. . . . .	40,054
Nulmber passengers carried in 1901.. . . . .	10,895
Number passengers carried in 1906.. . . . .	13,324
Increase in five years.. . . . .	22%
Tons freight carried in 1901.. . . . .	35,170
Tons freight carried in 1906.. . . . .	54,828
Inncrease in five years.. . . . .	56%
Gross earnings, 1901.. . . . .	25,325
Gross earnings, 1906.. . . . .	30,707
Increase in five years.. . . . .	21%
Operating expenses, 1901.. . . . .	24,634
Operating expenses, 1906.. . . . .	29,745
Increase in five years.. . . . .	21%
Net earnings, 1901.. . . . .	691
Net earnings, 1906.. . . . .	962
Increase in five years.. . . . .	39%

T. M. BURNS,  
GILLMOR BROWN,  
*Commissioners.*

BATHURST, N.B., December 18, 1907.

N. B. & P. E. ISLAND RAILWAY.

LOCATION.

This railway is located in Westmoreland County. It taps the I. C. R. at Sackville, 37 miles east of Moncton and runs almost due east to Cape Tormentine, the length of main line being 36 miles.



## HISTORY.

This railway was incorporated by Act of Legislature A.D., 1874, the names of Jas. L. Black, Josiah Wood and others appearing as incorporators. The charter was revived in 1878 and time of completion extended to 1884. It was opened for traffic in 1887 and is still owned and operated by the original company with Mr. Fred. Harris as manager. It received a provincial subsidy of \$3,000 per mile and a Dominion subsidy of \$3,200 per mile.

## ALIGNMENTS.

The alignment is excellent, there being a great many very long tangents, some of them four and five miles. There are few curves and none of them sharp, probably not more than 20 per cent of the line is on curve and 80 per cent tangent.

## GRADIENTS.

The gradients are also very easy. The country through which this railway runs is very flat, and there are no steep grades, probably 1 per cent is the maximum.

## RAILS.

The rails are Barrow steel weighing 56 lbs. to the yard. They were purchased from the Intercolonial Railway when that railway adopted a heavier rail. They are in very good condition and we noticed no battered or broomed ends.

## TIES.

These ties are spaced too far apart, we should say that they are not much more than 2,000 per mile, whereas, there should be 3,000 on account of the scarcity of ballast. A number of the ties are beginning to decay and there should be a great many new ones put in the track.

## BALLAST.

From Sackville to Baie Verte, there has been scarcely any ballast put in the track. From Baie Verte to Tormentine, the road was originally ballasted with gravel taken from the beach. There are no ballast pits along the line of railway, and the track has to be surfaced and kept up with such material as can be found in the side ditches. On account of there being practically no ballast, the track should have more than the usual number of ties.

## CULVERTS.

There are quite a number of wooden aboideaux through the marsh and on the other section of the line the open culverts have stone abutments with timber system. The abutments, as a rule, are in good shape and perfectly safe. Some of the box culverts are commencing to decay.

## BRIDGES.

*Morris Creek Bridge.*

This was originally a pile structure. Within the last year the piles were cut off at the surface of the water and a framed trestle erected on the pile heads. This bridge is about 50 feet long, in good condition and perfectly safe.



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*Floating Canal Bridge.*

This structure is about 400 feet long, a pile trestle on the western end and on the eastern end a framed trestle on pile foundations. This structure is on a skew, and in order to steady it and hold it in position, there are a number of long iron rods fastened to the bents and running back some 30 or 40 feet where they are anchored to heavy timbers imbedded in the ground. The piling is in a good state of preservation but there are some ties in the floor system that should be renewed. This bridge is well braced and safe.

*Midgie Marsh Road Bridge.*

This is a pile trestle 150 feet long. The piling is in good condition, sound and solid. The floor system, particularly the ties and guard rails need renewing. This bridge is in fairly good repair and safe but should have a new floor.

*Baie Verte Bridge.*

This structure is about 60 feet long, consisting of five pile bents. The piling and caps are sound and solid. The flooring, including stringers, ties and guard rails are badly decayed and must be renewed. The management assures us that the floor system of this bridge will be rebuilt this fall.

*Port Elgin Bridge.*

This is the most important structure on the line, consisting of five Howe truss spans on one swing span, the swing span is badly decayed and is to be renewed next season. The truss spans are in fairly good repair except the floor system which needs to be rebuilt. With cautious operation this bridge is safe for a time, but it will be absolutely necessary to renew the swing span very soon.

*Mahoney's Bridge.*

This structure is about 75 feet long, composed of four framed trestle bents resting on foundations of stone masonry. The bridge is in excellent condition, perfectly sound and solid with the exception of some ties and also a part of the guard rail. The trestle bents being fastened on pedestals of stone masonry, the sills are kept well above the ground line and there is no danger of decay.

*Timber River Bridge.*

This is a deck Howe truss of 75 feet span. It is covered and in very good repair, there being very little indication of decay. The bridge rests on abutments of stone masonry which are in first-class shape.

*Brooklyn Bridge.*

This bridge is about 25 feet long and has two stringers under each rail, one on top of the other, each stringer being 12 x 12 inches. The stringers are reinforced by braces running from the abutments on each side up to the centre of the stringer. The abutments are of stone masonry, well built and perfectly solid. The entire bridge is safe.

## RIGHT OF WAY.

The right of way where it runs through the wooded district is grown up with a second growth of small bushes and needs to be cleared and burned. The fencing is in fairly good condition, particularly through the cleared fields, in fact, it seems better than on most of the other branch lines.

## STATIONS.

There are five booking stations and six flag stations. The station houses each have ticket office, waiting room and freight room or an additional building for freight. The station buildings are well built and in a good state of repair.







SUMMARY Statement of Capital, Year ending June 30, 1906.

Name of Railway.	Mileage.	Share Capital paid up.	Bonds Sold.	Dominion Government Aid.	Provincial Government Aid.	Municipal Aid.	Capital other Sources.	Total Capital.	Floating Debt.	Total Cost Railway and Rolling Stock.	Cost per Mile.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Beersville Coal and Railway.....	8.6-10	20,000	20,000	20,736	16,200	Nil.	107,200	184,136	47,000	Not reported.	.....
Buctouche and Moncton.....	32	250,000	310,000	101,600	94,500	Nil.	Nil.	756,100	Nil.	291,999	9,125
Caraquet.....	68	950,000	500,000	224,000	180,000	Nil.	Nil.	1,854,000	11,953	1,013,500	14,904
Elgin and Havelock. ....	28	44,900	50,000	82,653	107,500	13,000	Nil.	298,053	Nil.	598,594	21,392
Gulf Shore.....	16.8-10	6,250	Nil.	53,699	41,950	Nil.	Nil.	101,899	Nil.	101,899	6,065
Kent Northern.....	27	75,000	Nil.	58,334	135,000	Nil.	Nil.	268,334	Nil.	275,000	10,185
New Brunswick and P. E. Island Ry.....	36	215,850	100,000	113,440	99,709	Nil.	Nil.	528,999	Nil.	307,744	8,548
St. Martins.....	30	100,000	145,000	83,613	145,600	Nil.	Nil.	474,213	3,137	245,000	8,166
Salisbury and Harvey.....	45	150,000	Nil.	29,391	455,000	70,000	Nil.	704,391	Nil.	1,802,440	40,054
St. Louis and Richibucto.....	7	20,000	Nil.	22,400	21,000	Nil.	Nil.	63,400	Nil.	67,000	9,571
York and Carleton.....	10	20,594	Nil.	18,336	13,897	Nil.	Nil.	52,827	Nil.	52,827	9,268
Totals. ....	308.4-10	1,852,594	1,125,000	808,202	1,310,356	83,000	107,200	5,286,352	62,090	4,756,403	15,646

Bathurst, N.B.,  
December 18, 1907.

(Signed) T. M. BURNS,  
GILLMOR BROWN.  
*Commissioners.*



STATEMENT showing the increase of earnings in the last five years A.D. 1901, compared with A.D. 1906.

Name of Railway.	Earnings from Passenger Traffic.			Earnings from Freight Traffic.			Earnings from Mail and Express and other sources.		Total Gross Earnings.		
	A. D.	A. D.	Per cent of Increase.	A. D.	A. D.	Per cent of Increase.	A. D.	A. D.	A. D.	A. D.	Per cent of Increase.
Beersville .....	\$ 170	\$ 160	p. c. ....	\$ 914	\$ 1,491	p. c. 63	\$	\$	\$ 1,084	\$ 1,651	p. c. 52
Buctouche and Moncton.....	4,243	6,679	57	10,821	15,190	40	905	495	15,969	22,365	40
Caraquet.....	5,199	10,822	108	18,202	31,719	74	2,773	2,447	26,173	44,988	72
Elgin and Havelock. ....	1,227	2,556	108	5,267	7,648	45	508	776	7,001	10,980	56
* Gulf Shore.....											
Kent Northern.....	3,598	6,168	71	6,947	14,930	115	842	990	11,387	22,088	94
New Brunswick and P. E. Island.....	5,514	8,345	51	16,962	16,753		1,124	1,649	23,600	26,747	13
St. Martins.....	2,510	3,548	41	4,352	6,513	50	413	16	7,276	10,077	38
Salisbury and Harvey.....	6,865	8,427	23	15,807	19,500	23	2,653	2,780	25,325	30,707	21
York land Carleton.....	400	1,095		2,140	1,785			35	2,540	2,915	
Totals. ....	29,726	47,800	61	81,412	115,529	42	9,218	9,188	120,355	172,519	43

\* Operated as part of the Caraquet Railway.

Bathurst, N.B.,  
December 18, 1907.

(Signed) T. M. BURNS,  
GILLMOR BROWN.  
Commissioners.



STATEMENT showing increase in the Volume of traffic in the last five years A.D. 1901, compared with A.D. 1906.

Name of Railway.	Total Number of Passengers Carried.			Tons of Freight Carried.			Remarks.
	Per cent of Increase.		A.D. 1906.	Per cent of Increase.		A.D. 1906.	
	A.D. 1901.	A.D. 1906.		A.D. 1901.	A.D. 1906.		
Beersville.....	850	1,156	36	3,727	5,257	41	1905 was the first year of operation.
Buctouche and Moncton.....	9,443	15,667	66	20,615	24,225	18	
Caraquet.....	5,610	10,629	8	18,904	22,655	20	
Elgin and Havelock.....	4,090	8,811	115	7,622	11,737	54	
Gulf Shore.....	.....	.....	.....	.....	.....	.....	Operated as part of the Caraquet Railway.
Kent Northern.....	5,795	8,775	51	4,070	95,504	2,246	
New Brunswick and P. E. Island.....	15,046	19,221	28	47,076	36,100	23	The Kent Northern hauled a lot of ballast for I. C. R. in 1906. Decrease.
St. Martins.....	4,637	6,723	45	8,843	11,374	29	
Salisbury and Harvey.....	10,895	13,324	22	35,170	54,828	56	1902 was first year of operation.
York and Carleton.....	1,800	4,650	158	3,583	13,091	265	
Totals.....	58,166	88,956	53	149,610	274,771	84	

Bathurst, N.B.,  
December 18, 1907.

(Signed) T. M. BURNS,  
GILMOR BROWN.  
*Commissioners.*



COMPARISON of operating expenses and

Name of Railway.	Maintenance of Way, Track, Bridges, and Buildings.			Cost of Motive Power.		
	A.D. 1901.	A.D. 1906.	Increase or Decrease.	A.D. 1906.	A.D. 1906.	Increase or Decrease.
	\$	\$	p.c.	\$	\$	p.c.
Beersville.....	950	975	3 Inc.	1,025	1,703	66 Inc.
Buctouche & Moncton....	6,542	9,400	44 Inc.	5,967	5,369	10 Inc.
Caraquet. ....	8,323	16,792	102 Inc.	10,960	17,976	64 Inc.
Elgin & Havelock.....	4,276	4,358	2 Inc.	3,603	3,287	9 Dec.
Gulf Shore.....						
Kent Northern.....	3,170	7,275	129 Inc.	3,010	3,865	28 Inc.
N. B. & P. E. Island ....	6,697	7,378	10 Inc.	7,136	6,637	7 Dec.
St. Martins.....	4,188	3,391	19 Dec.	3,012	3,314	10 Inc.
Sailsbury.....	11,572	13,445	16 Inc.	7,928	10,524	33 Inc.
York & Carleton.....	25	1,060		1,680	1,963	17 Inc.
Totals.....	45,743	64,074	40 Inc.	44,321	54,638	22 Inc.

Bathurst, N.B.,  
December 18, 1907.



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net earnings for years 1901 and 1906.

Other Operating Expenses.			Total Operating Expenses.			Net Earnings.		Remarks.
A.D. 1901.	A.D. 1906.	Increase or Decrease.	A.D. 1901.	A.D. 1906.	Increase. or Decrease.	A.D. 1901.	A.D. 1906.	
\$	\$	°p.c. °	\$	\$	°p.c. °	\$	\$	
685	1,831	167 Inc	2,660	4,509	69 Inc.	1,575	2,859	Deficit both years.
6224	7,558	21 Inc.	18,733	22,327	19 Inc.	2,764	37	Deficit in 1901, surplus in 1906.
7,936	13,882	74 Inc.	27,219	48,650	79 Inc.	1,046	3,663	Deficit both years.
3,092	2,380	23 Dec.	10,971	10,025	9 Dec.	3,969	957	Deficit in 1901, surplus in 1906.
.....	.....	.....	.....	.....	.....	.....	.....	Operated as a part of the Paraquet Railway
3,500	2,872	18 Dec.	9,680	14,012	45 Inc.	1,707	8,075	Surplus both years, 373 p.c. Increase.
3,983	5,745	44 Inc.	17,816	19,760	11 Inc.	5,785	6,988	Surplus both years, 21 p.c. Increase.
2,639	2,118	20 Dec.	9,839	8,823	10 Dec.	2,562	1,253	Deficit in 1901, surplus in 1906.
6,134	5,776	12 Inc.	24,634	29,745	21 Inc.	691	962	Surplus both years, 39 p.c. Increase.
866	992	14 Inc.	2,571	4,015	56 Inc.	31	1,100	Deficit both years.
34,059	43,154	26 Inc.	124,123	161,866	30 Inc.	3,764	10,650	

(Signed) T. M. BURNS,  
GILLMOR BROWN.  
Commissioners.







SESSIONAL PAPER No. 67

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL TRAFFIC MANAGER,

MONCTON, N.B.

DEAR SIR,—In pursuance of instructions received from you as per your letter September 3, 1908, in regard to inspection of Branch Lines.

Inclosed herewith you will find joint reports of myself, and Mr. D. A. Story, of our findings in relation to the following lines:

Kent Northern Railway,  
Caraquet & Gulf Shore,  
North Shore Railway (Beersville Road),  
Hampton & St. Martins,  
Salisbury & Harvey, and Albert Southern Railway,  
Elgin & Havelock,  
Moncton & Buctouche.  
New Brunswick & Prince Edward Island,  
Temiscouta Railway,  
York & Carleton,  
Vale Coal Company Railroad,  
Cumberland Railway & Coal Company,  
Nova Scotia Steel & Coal Company's Railway (Ferrona Jct. to Sunny Brae).

In preparing these reports we have as far as possible confined ourselves to the instructions contained in your letter, in giving our views as to the present traffic, traffic facilities, and probable traffic of the various Branch Lines, and we trust they will prove satisfactory.

We, however, feel that while our instructions do not call for any remarks outside of the line of procedure laid down for us, that we should supplement such reports by conveying to you the unanimous feeling predominating, as gleaned from our interviews with the various merchants and people living along the branch lines, as to the great benefit which would follow absorption.

The want of proper facilities for the conduct of even the existing traffic is detrimentally affecting the business interests of the districts interested in these branches, and preventing that development of industries, enhancement of property values, and general betterment that would undoubtedly follow on an improved service.

The present branches are hampered by lack of capital and insufficient equipment, and are not in a financial position to increase their inadequate traffic facilities, and the absorption of these lines into the Intercolonial system would beyond question result in a greatly improved condition of affairs.

It is a well established fact that in nearly every case where Branch Lines have been absorbed by trunk lines, and extended markets have thus been opened up for business along the main line, such a policy has not only proved to be of great value to the Branch Lines themselves, but has provided additional revenue for the main line, they becoming valuable feeders, increasing the traffic and the earning powers of the trunk lines.

One argument of considerable force, put forward by residents in the localities through which these poorly served branches run, is that in view of the large amount of money and other aid accorded to the Canadian Northwest for the purpose of developing the country, the Maritime Provinces are entitled to some measure of generous treatment for similar purposes.

You will no doubt receive the reports of the engineers as to the physical condition of the various lines, its rolling stock, station buildings, &c.



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There are some two or three Branch Lines to which the above remarks do not apply, and they are especially noted in the attached reports.

E. TIFFIN,

*General Traffic Manager.*

### KENT NORTHERN RAILWAY.

The Kent Northern Railway taps the Intercolonial at Kent Junction, 45 miles north of Moncton, and runs in an easterly direction through Kent County to Richibucto on Northumberland Strait, a distance of about 27 miles.

For about one-half of this distance the country for some distance back, on both sides of the line, is lightly wooded, and there is not much opportunity for either farming or lumbering. As you approach Rexton, however, the country improves and a considerable quantity of ties and cordwood are cut, the latter for shipment to Richibucto, and also some hemlock bark, which is generally shipped by rail to Millerton.

At Rexton, three miles from Richibucto, there are several large saw mills, which, with those located at Richibucto, cut from logs rafted down the river, some ten or twelve million feet of lumber per annum. In addition to this there is about an equal quantity cut at the Up-River mills, which is brought down by water to Rexton and Richibucto for shipment via Tormentine, so that the total quantity passing through these points is about twenty millions a year. Practically all of this is lightered by vessels to Cape Tormentine on Northumberland Strait, some 90 or 100 miles away, at a cost of \$1.25 per M., which includes the cost of transfer to the vessel at Tormentine, the ocean rates being lower from that point than from either Richibucto or Rexton, owing to the larger vessels available, the depth of water over the bar at Richibucto confining the direct water shipments from there to vessels of about 500 tons register.

The principal freight traffic of the road is fish, lumber, and other forest products, while all the local trade of Rexton, Richibucto and surrounding country is handled by the railway.

The quantity of lumber that moves at present by rail via Kent Junction, is small as compared with that which moves from Rexton and Richibucto to Tormentine, the total shipments via Kent Junction for 1907 being only 1,770 tons. One reason for this is the two rail freights prevents economical shipment via St. John, and another, that owing to the uncertainty of present car supply the operators hesitate to make contracts for delivery of any specified quantity by rail, and much business is necessarily lost to them. We are of the opinion that all these factors seriously interfere with the 'all rail' traffic, and consider that if an adequate car supply and one railway rate was assured, the lumber dealers would turn their attention more to 'all rail' shipments, not only on export shipments via St. John but on shipments to points on the line of the Intercolonial Railway (notably Moncton and Amherst, both large consuming centres, and also to shipments to inland points in the eastern States and to the Ontario market, which is continually improving, especially for New Brunswick spruce.

The ocean rates on deals run lower from St. John than from Tormentine, and consequently much lower (by reason of the lighterage from Richibucto already mentioned), than from the latter place, so that with the better price which shipments from St. John command in the European market, and with rates to St. John that would be fairly remunerative over a single line of railway, it would, we believe, be possible to draw to the railway the major portion of this export traffic, even during



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the summer season, and owing to the lower rates by the ocean liners from St. John during the winter season to create a considerable traffic in this commodity and enable the lumber dealers to market part of their cut during the winter instead of holding it all for summer shipment, as they do now.

There is considerable lumber shipped from Richibucto and Rexton to New York by water, and also to Sydney, but a good deal of the traffic could we think be diverted to the rail route. One large operator, who now ships about 5 per cent of his cut to the United States and about 75 per cent to Europe, would, if somewhat reduced rail rates were quoted, it being in every way more satisfactory and profitable, one of the advantages being much quicker returns while the liability of disputes as to the quality is much lessened, and given all these conditions enumerated in the foregoing, we are satisfied that this branch line railway would in a short time prove a valuable feeder to the Intercolonial.

## SOURCE OF LUMBER SUPPLY.

The mills draw their supply of logs principally by water from the Up-River territory, some 500 miles in extent, which is being preserved by proper cutting, and the supply is, therefore, likely to continue at its present quantity indefinitely, in good years more will probably be cut, and in poor years somewhat less.

## CORDWOOD, BARK PULPWOOD.

The cordwood traffic, from points 3 to 8 miles out, is principally into Richibucto, the only market available, and as the Moncton market, the only other within easy reach, is supplied from adjacent territory on the line of the Intercolonial and Moncton & Buctouche, no marked increase in this traffic can be looked for.

The tan bark (peeled) finds its market at present at Millerton, and the traffic is limited solely because the hemlock territory is too far away from the line of railway to make peeling profitable, especially when two freight rates have to be borne by it before it reaches destination.

There is almost unlimited possibilities in the territory for pulpwood though none is being cut, the lumber operators not favoring the rapid depletion of the lands, which would be likely to follow.

## COAL.

Some 500 or 700 tons of coal are brought into Richibucto from Sidney and Pictou each year by schooners which have taken down cargoes of lumber, and some of this can probably be diverted to the rail route or supplanted by other rail borne coal and so reduce the number of schooners available for outward shipments of lumber to competitive points.

## SALT.

Some salt is also landed here by vessels coming from Europe for cargo, which can be distributed to a limited extent by rail.

## FISH.

There are three large fish freezers at Richibucto owned by Messrs. O'Leary, Loggie, and Forbes, respectively, all of whom are gradually extending their operations, even under existing railway conditions when their margin of profit is very small. The fishing grounds, which are practically inexhaustable, are within easy reach, and we are assured that were the present railway disabilities removed to some extent, the fishing would be prosecuted with greatly increased vigor, and increased traffic to the railway would result.



It would also be a not very expensive matter to reach the various fish freezers and O'Leary mill by a track extending along the water front, and the cheapening of transportation expenses could only have one result, that of an increased traffic.

DAIRYING, ETC.

Considerable dairying is being done, there being a cheese factory near Rexton, and there are opportunities for the developing of a business in sea grass.

There is also considerable traffic in berries principally to Dalhousie where they are canned; in wool to Truro and other points, and in hides, principally to Portland, Me.

FREIGHT RATES.

The local freight rates are somewhat higher than on the Intercolonial, though there are exceptions to this, as the rates charged on cordwood and lumber into Richibucto are on a lower basis than charged for equal distances on the Intercolonial.

TONNAGE.

There has been a marked increase in the freight traffic of the road with the past few years.

In 1901 the tonnage moved amounted to... .. 4,070  
In 1906 the tonnage moved amcunted to... .. 95,504

The large increase in tonnage in 1905 and 1906 is explained by the fact that the Kent Northern sold large quantities of ballast, of which they have a large supply, to both the Intercolonial and Beersville railways. The following figures were furnished by the Kent Northern railway as being their earnings and expenses for the fiscal year 1904-5, 1905-6, 1906-7.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	7,285	8,775	9,100
Number of tons of freight moved.....	75,792	95,504	7,691
Passenger earnings.....	\$ 5,956 72	\$ 6,167 66	\$6,629 01
Freight earnings.....	16,282 20	14,929 92	9,753 34
Miscellaneous earnings.....	1,066 86	990 18	1,112 75
Gross earnings.....	23,305 78	22,087 56	17,495 10
Operating expenses.....	20,647 54	14,012 50	10 831 00
Tonnage transferred to I.C.R. at Kent Junction, 1907, 6,034 tons, I.C.R. revenue.....			10,047 32
Tonnage received from I.C.R. at Kent Junction, 3,557 tons, I.C.R. revenue.....			10,835 20

The population along the line until Rexton is reached is insignificant. That of Rexton is about 1,000 and of Richibucto about 1,500, and the country in the immediate vicinity is very thickly settled, and adjacent to the latter point is the St. Louis district with a population of about 2,000. The valley of the main Richibucto river, and also of the Kouchibouquac and Kouchibouquacis are well settled and in a very prosperous condition.

The train service consists of one accommodation train per day each way connecting with the local express trains of the Intercolonial railway the year round.

PASSENGER TRAFFIC.

The passenger revenue also shows marked improvement within the past few years.

In 1901, 5,795 passengers were carried, revenue... .. \$3,598  
In 1906, 8,755 " " .. .. 6,168  
In 1907, 9,010 " " .. .. 6,629



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And we feel assured that improved facilities will result in a still further increase, as with the service as it now exists it is impossible for the people of this district to come even as far as Moncton and return the same day, with a differently arranged schedule a much larger passenger business would be done.

The passenger rate first class is 3 cents per mile, 4½ cents return, and 2 cents second class.

No express is operated in connection with this line, express packages handed to it at Kent Junction by the Canadian Express Company being handled as freight.

Closed mails are carried for which 4 cents per mile is paid by the Post office Department.

The Kent Northern has station houses at Rexton and Richibucto, and its rolling stock consists of two locomotives, one combined first and second class car, one box car, and one flat car, and two snowploughs. Its headquarters are at Richibucto, where, while they own no wharf property, they have access to the water over the government wharf.

## RICHIBUCTO AND ST. LOUIS RAILWAY.

Extending from Richibucto to St. Louis, 7 miles to the north is the Richibucto and St. Louis Railway, now abandoned owing to the unsafe condition of a bridge over the Kouchibouquages river, not far from Richibucto. This railway traverses for its whole length a fine agricultural country, the population of which is estimated at about 2,000, the farms and buildings generally showing evidences of thrift and comfort. Dairying is carried on to some extent, there being a dairy in the district, the output of which moves either to St. John or Halifax. Cattle and sheep raising is also carried on to a considerable extent, but most of the cattle are driven by road to Chatham at which point they find a ready market.

The land is well adapted to potato farming, and while the road was in operation, 60 to 70 cars are said to have been shipped in one season. Since then, owing principally to the long haul necessary to Richibucto, the farmers have reduced their acreage and the crop now being raised is a very small one. Adjacent to this line are good timber lands, where very considerable quantities of oak, spruce and hemlock boards, and hemlock ties can be had, and also bark, what is now peeled there, moving to road to Bay du Vin, whence it is lightered to Millerton, and just beyond St. Louis there is a good cedar country and large quantities of cedar ties can be had within from 2 to 5 miles, and shingle mills could be operated successfully. Even under present conditions an experiment is about to be made in this business at St. Louis, and as an evidence of the condition of the country we would point out that one manufacturer of agricultural implements brings carload lots into Richibucto and hauls them by road to St. Louis, where he stores them in the old St. Louis station for distribution.

The railway had only one station house at St. Louis, and no rolling stock of its own. It was operated by the Kent Northern railway, and we are of the opinion that if this line was again opened up a very considerable freight business would result to the benefit of the present Kent Northern, the Intercolonial and the district itself.

There is a somewhat celebrated Grotto at St. Louis to which pilgrimages are made, and large numbers of people are drawn at times. This would undoubtedly develop a considerable passenger traffic. Besides this the country is very beautiful, the opportunities for sea bathing of the best, as it is also at Richibucto and Rexton, so that with improved facilities for travel the passenger business should be materially increased.

This line could be operated in connection with the Kent Northern at very small cost and would give accommodation to a population now deprived of it.

We are further of the opinion that not much further development of this district can be made with its railway facilities as they now exist, and it is the general opinion



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that if the government owned and operated the railway that a great impetus would be given to this section, and the benefit to the people of this part of the country would be very great and would bring about a condition of things that could not be reached in any other way.

E. TIFFIN,  
D. A. STORY.

### KENT NORTHERN RAILWAY.

This railway taps the I. C. R. at Kent Junction, and runs in an easterly direction to Richibucto, on the Strait of Northumberland.

#### ALIGNMENT.

There are few curves, and these are of ample radius. Several long tangents occur, and the alignment may be described as excellent.

#### GRADIENTS.

The country through which the railway runs is flat, the general slope from Kent Junction to Richibucto having few brakes. There are no long grades, and the maximum rate does not exceed  $1\frac{1}{2}$  per cent, except in the case of a few local sags of a few hundred feet in length.

#### RIGHT OF WAY.

This is generally of 66 ft. in width. Fully three-quarters of the line is through wooded lands; and, here the right of way is badly overgrown, the bushes in some cases over-hanging the road bed. The right of way is further littered by the presence of old ties among the bushes, and presents a much neglected appearance.

There is very little fencing on the line. The nature of the country traversed, renders fencing unnecessary over long stretches.

#### RAILS.

These are 56 lb. Barrow steel relays, purchased from the Intercolonial. They are not very badly worn, but a number of them have had a short piece of the head fractured from the ends. About five per cent are damaged in this manner.

The joint used is a four bolt fish plate; one or two bolts being usually omitted. The rails as a whole are not more than half spiked. Some care is exercised with respect to the curves but the rail fastenings generally are reduced to the minimum, consistent with safety under slow speeds.

#### TIES.

These are chiefly of spruce and princess pine, with a fair amount of cedar intermingled. They are almost all of small size, for which the spacing adopted is too great. About 900 ties per mile are required to put the track in good condition.

#### BALLAST.

A little ballast has been distributed along the roadbed at various times, but this has been largely lost, and is not much in evidence at present. It will doubtless serve as a base which will reduce the amount of work necessary in the future.



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## DITCHING.

The roadbed is very little raised above the level of the adjacent ground surface, which renders good ditching a necessary requisite of good track. There is very little evidence of work being performed upon the ditches during recent years. Most of them are badly obstructed by the new growth and the accumulation of old materials from the track.

## CULVERTS.

There are about thirty openings in the roadbed, about one-half of which are timber structures; the remainder consisting of timber superstructures resting upon masonry abutments. The stringers are old, but heavy and fairly sound. The remainder of the floor systems should be removed, and some of the timber culverts require further repairs.

The box culverts are of stone. Several of them have collapsed and should be rebuilt.

## BRIDGES.

The only structure on this railway which may be so classed, is that over Weldons Creek, which is but 16 ft. in span. The girders are composed of old T rails, which are trussed. The abutments are of masonry, but are not very well adapted to the high embankment of the approaches, which are narrow and not well confined. The eastern abutment requires some repairs.

The structure is in a sharp local sag.

## BUILDINGS AND SIDINGS.

There are booking stations at Kent Junction, Rexton, and Richibucto; flag stations at Mill Creek, Grumble Road, Molus River and McMinns Mill. At the booking stations there are buildings containing waiting rooms, ticket offices and rooms for freight. At the flag stations small platforms are provided.

There is a three stall engine house at Richibucto with a small repair shop attached. There are water tanks at Kent Junction and Grumble Road. A housed turntable is provided at Richibucto and a Y at Kent Junction. Through sidings are laid down at Richibucto, Rexton and Grumble Road, while spur tracks exist at several points.

## ROLLING STOCK.

The company possesses two locomotives in good repair, one passenger car, one combination freight and express car, two snow ploughs—substantial and in good repair.

W. A. BOWDEN.

## CARAQUET &amp; GULF SHORE RAILWAYS.

The Caraquet Railway extends from the south bank of the Nepisquit river opposite Bathurst, and about one-half mile distant from the town, easterly to Shippigan, a distance of 69 miles, with a branch five miles from the main line, near Bathurst, to Gloucester Junction, where it connects with the Intercolonial Railway, and where all freight is transferred, and operates, under lease, the Gulf Shore Railway from Pokemouche Junction to Tracadie, fourteen miles, a total distance of eighty-eight miles. The Gulf Shore Road extends to Tracadie Mills, three miles beyond this point



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but this portion of the line is not at present being operated owing to the mills having been burned down some three years ago, and there not being sufficient other traffic on the extension at the present time to warrant its being kept open. Both the Caraquet and Gulf Shore Railways are located entirely in Gloucester county, N.B.

That part of the line between the Junction of the 'Y' near the Bathurst Station of this railway and the round house is owned, we are advised, by Mr. Adams, of New York, as is also the extension to the wharf on the river. The former is operated under a lease, the sum paid for it being the nominal one of \$5 per annum, and the latter under a wheelage arrangement which is apparently not satisfactory to either party.

The Gulf Shore road from Pokemouche Junction to Tracadie Mills, 16.78 miles, is also owned by Mr. Sam. Adams, of New York, and is leased to the Caraquet Railway for \$2,500 per annum, the Caraquet Railway to maintain. This lease expires on the 30th June, 1909.

There are a number of very fine lumber mills along the line, holding it is claimed between six hundred and seven hundred square miles of well timbered limits, while there are large quantities of timber on private lands. The present cut of these mills is estimated at from 10,000,000 to 15,000,000 feet per annum, a portion of which moves by rail via Gloucester Junction, while the other half moves to European ports via rail to Bathurst, and thence water, and via Chatham, it being lightered to that point. The proportion of the cut, however, moving via Gloucester Junction is steadily increasing, owing to the increasing market in the United States and Western Canada, and to its being gradually recognized that rail shipments constitute the most satisfactory business.

There is only one portable saw mill along the line, and that is at the water side at Tracadie, assisting a stationary mill in cutting up floated logs, although along the line of this railway between Bathurst and Caraquet there seems to be good opportunities for the operation of portable saw-mills, there being considerable good sized timber within easy hauling distance of the railway, and with an extended market such as we could give, we are satisfied that numerous portable mills would be put in operation, and the earnings of the line very much increased.

At present spruce and pine are practically the only lumber that is cut, while there are very large quantities of hemlock and hardwood estimated at 10,000,000 feet standing in the district, and the quantity of pulpwood is estimated at from 100,000,000 to 150,000,000 feet.

There are comparatively few ties cut along the line, some 30,000 being the total for last season, while very much larger quantities can be cut and find a ready market.

The cut of the Adams Burns Co. mill at Bathurst runs from 10,000,000 to 15,000,000 per annum, of which at the present time not more than 2,000,000 move by rail, and it is claimed by this firm that but for the arbitrary charge of \$7.50 per car which the Caraquet Railway charges for the movement from the mill to the Junction with the I.C.R. at Gloucester Junction that a much larger quantity would move this way.

The mill owners are without exception agreed that the market for rail lumber is increasing, and are looking forward to much larger shipments in that way in the future.

There are mills at Pokemouche, Tracadie, Shippigan Bay, Bathurst, Bathurst 'Y,' Janesville, Reardons, Burnsville, Upper Caraquet, and it is understood that the frame for a new mill for Tracadie Mills has been ordered and is now being got ready, but it will be small in comparison with the one that was burned there three years ago.

### *Fish.*

The catch of fish is increasing year by year and is apparently only limited by the number of men that can be had to man the fishing boats, so that with the inc-



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crease in population it is reasonable to expect a steadily increasing catch for many years to come. The cod fish caught along this coast find their principal market in the Mediterranean, and while a few years ago this traffic moved altogether by water direct from Caraquet or via the Gaspé ports, whither it was sent in small vessels and transhipped, it is being gradually diverted to the New York route, and during 1907 no less than 80 carloads were shipped over the Caraquet railway, Intercolonial railway, and connections to that port, where it took direct steamer to Mediterranean points. The time occupied in transit from Caraquet to destination being some 24 or 25 days, while sailing vessels occupy anywhere from 30 to 50 or even 60 days in making the voyage. The principal factor, however, in turning this traffic to the New York route is not the difference in time the shipments are in transit, but the fact that the banks will make advance on shipments made by rail via New York while they will not do so on shipments made by sailing vessels, so that the rail traffic in this commodity will assuredly continue to increase and to move via New York until such time as direct and frequent communication is established between Canadian ports and the Mediterranean, when we can reasonably expect to divert it to Canadian channels.

There is also considerable traffic in fresh fish. Salmon for the English market (some 6 carloads having been shipped during the present season), smelts, and mackerel for the American market, each during their respective seasons, and all this moves by rail and there is no reason to think that the gradual increase in this business, which has taken place in the last four or five years, will not continue.

In addition to this there is a large trade in canned clams, which are put up in a factory at Pokemouche Junction. Most of those now move by water to Chatham whence they are shipped by rail.

Caraquet is the main seat of the fishery on the south side of the Bay Chaleur, and here are located representatives of all the principal fish firms.

Shippigan has a fine harbour and is also the seat of considerable fishing industry, and there is located there a dogfish factory, which turns out some 100 ton of fish fertilizer per annum, which will move by rail to New York, and some 2,500 gallons of oil, which find a market in Halifax, and also moves by rail.

Opposite Shippigan is Shippigan island, and beyond this Miscou island, and communication is kept up between them and Shippigan during the summer season by a small steamer. Both these islands are well populated, the inhabitants being engaged principally in fishing, some 200 men being employed by one firm, though farming is also carried on to a considerable extent.

There are some 40 lobster factories on these islands, the pack of these as well as the dried fish, estimated at about 25,000 quintals per annum move via Caraquet.

## STONE.

At Stonehaven, some 17 miles from Bathurst, there is a stone quarry with an output of about 2,000 tons per annum, its principal market at Connellsville, Penn. Only one-third of this traffic moves at present by rail, while it seems possible to divert the other two-thirds to the same channel, the combined water and rail rates via New Haven (this being the route over which they are shipped) being not very materially below the present all rail rate. The possibilities ahead of this industry appear to be very good. It is in the hands of men who have had long experience in the business, and the lines of development which is being carried out in the quarry, would indicate careful preparations for a lasting business. Their sales at Connellsville are confined principally to stones 60 inches by 8 inches, and to make the operation fully successfully and to enable them to increase their output they must find a market for the smaller stones, which are made from the waste of the large blocks that are quarried, and this they are doing to some extent in Montreal, Winnipeg and other points in the Northwest. This latter business shows a fairly satisfactory increase from year to year, so that the prospects of an increase in the output of the larger stone are fairly good.



## CORDWOOD, &amp;C.

There is some local traffic in cordwood, tanbark and hides, but there is nothing to indicate that there will be an increase in the near future. The rates charged for the movement are practically the same as those charged on the Intercolonial railway.

There is a considerable quantity of potatoes moving, as much as 100 cars per year having been shipped, but in 1907, on account of there being considerable wet weather, the crop turned out poorly, and this year there was not as large an acreage planted as usual. With improved facilities, however, this traffic should largely increase. The territory over which the crops are raised begins about 12 miles from Bathurst, and extends east about 50 or 60 miles. There is, however, little traffic in hay, grain, cattle or poultry, the quantity raised being barely sufficient for the population in the district, and there are no dairies in operation.

There are about 700 tons of Nova Scotia soft coal consumed at Caraquet annually. Hitherto this has come in altogether by water from Sydney and Pictou, the larger proportion being from Sydney, and a portion of this could possibly be secured for the rail route.

## PASSENGER TRAFFIC.

The returns for some years past show a steady increase in the revenue from passenger traffic, it having practically doubled within the past five years, notwithstanding the fact that the facilities for travel are very poor and the fact that the only rates in effect are the first-class rate of three cents per mile, or  $4\frac{1}{2}$  cents per mile for the return ticket, so that with the increase in population, the evident improvement in the condition of the people, providing of first and second class accommodation and better facilities for travel, including close connection with the I. C. R. train at Bathurst or Gloucester Junction, a very marked increase should take place.

It should also be stated that the fairly populated islands of Shippigan and Miscou are tributary to this line, and improved facilities would add largely to the passenger traffic, the population of these two islands being placed at about 2,500, and the means of accommodation being, as already stated, by mail steamer.

## MAILS.

The mails are carried for the Post Office Department at a rate of four cents per train mile, and the revenue from this source would be increased in sympathy with any increase in the train mileage. The Caraquet railway, however, has a contract with the Post Office Department to carry the mails between the stations and the different post offices for a lump sum of \$905 per annum, while they pay out for this service some \$1,115, an apparent loss of \$210, but this is accounted for by the fact that while they are paid four cents a mile for the total mileage of the railway for each day, their trains do not run daily to either Shippigan or Tracadie, and on the off days they have to pay for carriage by road.

## EXPRESS.

There is no express company now operating over the Caraquet railway, and there would seem to be an opening for one, which should produce more revenue for the road, and this could be operated with very little additional expense.

We feel it but right to add that in our opinion this road has reached its limit in the development of the country it professes to serve, as it has neither the equipment or the means to provide for the increasing demands; in fact we believe on the contrary that it has almost reached the point of being a hindrance, rather than a help, and that under existing conditions no further development can be looked for. The fishing possibilities are almost unlimited, and the business to be developed depends



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largely and almost entirely upon the wise and careful handling of its resources. In the passenger business also there are quite good possibilities, and with a proper train service and the providing of equipment suitable for the travel, together with the adoption of fares, first, second and return, same as is in effect on the I. C. R., we feel satisfied that the passenger traffic would be largely increased, but under the conditions that at present exist, this cannot be done, and it therefore becomes a question to consider whether the interests of the country served by this line should not be fostered, encouraged and developed, and we are of the opinion that this can only be done by some stronger hands than the present owners.

## FISCAL YEARS.

	1904-5.	1905-6.	1906-7.	1907-8.
Number of passengers carried.....	8,055	10,629	11,074	13,326
Number of tons of freight moved.....	28,813	22,655	25,099	24,178
Passenger earnings.....	\$8,193 94	\$10,822 04	\$11,200 51	\$12,894 81
Freight earnings.....	35,958 74	31,718 94	36,667 72	36,030 27
Miscellaneous earnings.....	2,041 25	2,447 00	2,447 40	2,494 49
Gross earnings.....	46,193 93	44,987 98	50,315 63	51,419 57
Operating expenses.....	52,230 32	48,650 88	51,193 43	.....
Tonnage transferred to I.C.R. at Gloucester Junction, 1907, 13,800 tons, I.C.R. revenue.....	.....	.....	.....	36,845.44
Tonnage received from I.C.R. at Gloucester Junction, 1907, 7,337 tons, I.C.R. revenue.....	.....	.....	.....	20,727.34

E. TIFFIN.  
D. A. STORY.

## THE CARAQUET AND GULF SHORE RAILWAYS.

The Caraquet Railway branches from the Intercolonial at Gloucester Junction, and runs in an easterly direction, along the south shore of the Bay Chaleur to Shippegan. About four miles from Gloucester Junction a Y occurs, the stem extending about a quarter of a mile down the bank of the Nepisiguit river, to the highway crossing into the town of Bathurst. Here is located the Bathurst station. The total length of the railway is about 68 miles.

The Gulf Shore Railway branches from the Caraquet at Pokemouche Junction, 60 miles from Gloucester, and extends southwards along the shore of the Gulf of Tracadie Mills, a distance of 18 miles.

## ALIGNMENT.

This is very good in the case of both railways. The total amount of curvature is small. There are, however, a few curves of more than  $8^{\circ}$  on each of the lines, and near Tracadie there is a curve of about  $12^{\circ}$ .

## GRADIENTS.

The country through which these railways run is rather flat, and the grades are very good. On the Gulf shore the maximum rate is one per cent. This is about the maximum on the Caraquet, except at a few local sags, which could be taken out of the line.

## RIGHT OF WAY.

There is 66 feet in width. While there is a good deal of settlement along the line, the track runs through much woodland. Here the bushes have been allowed to spring up. Along the Caraquet about fifteen miles of right of way require clearing. On the Gulf shore the condition is better, but there is a little work to be done here also.



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About one-eighth of the Caraquet right of way, and one-quarter of the Gulf shore is fenced.

#### RAILS.

The rails on the Caraquet are of Barrow steel, weighing 50 lbs. per yard. These were new where laid down, and are very little worn. Some of them have been kinked owing to poor surfacing of road bed. On the whole the rail is much more serviceable than its light weight would lead one to expect.

The rails on the Gulf shore branch are 56 lbs. Barrow relays purchased from the I.C.R. These rails are in good condition, few if any renewals being required.

#### TIES.

These are of cedar pine spruce and hemlock. Renewals, amounting to an average of 70 ties per mile for the Caraquet, and 1,000 per mile for the Gulf Shore are required to bring the line into good condition.

#### BALLAST.

Stretches of track, amounting in all to about 10 miles, on the Caraquet are fairly well ballasted. About 10 other miles are partially ballasted; the remainder being practically unballasted. There has been a little ballast put into the Gulf Shore track, but the whole line requires a lift.

There is a fairly good ballast pit about a mile from Gloucester Junction, on the Caraquet Railway, and another pit on the Gulf Shore railway about four miles from Pokemouche Junction. The ballast from the latter pit is rather fine.

The road-bed on both lines is of good width, and, for the most part, well above the general level of the adjacent ground. There are, however, stretches, of about half a mile in length, on each of the lines which are flooded by extreme high tides. The track at these points is protected by stockades, but it would seem to be desirable to lift the track at these points, as it is now subject to considerable damage.

#### DITCHING.

In general the comparatively high dump has reduced the pressure of this work, which has not received as much attention as its importance demands. Some work has been done, but more is required before good track will be obtained.

#### CULVERTS.

The prevailing type is that in which the rail rests directly upon the stringers, with the use of ties. In general heavy timbers are used, 14-in. stringers being common, while 16-in. are frequently used. The side walls are almost wholly of cedar.

There are about 70 of these open culverts on the two lines. Of these about 10 should be rebuilt; one-half of the remainder require partial renewal. There are about 16 timber box culverts, a few of which should be rebuilt. About 70 open cattle guards are in use at highway crossings, and these structures are almost all in fairly good condition.

#### BRIDGES AND TRESTLES.

The characteristic structure is a block bridge, composed of cedar cribs, spaced about fifteen feet apart, with the intervening openings spanned by beam stringers; where specially required the cribs are stonefilled. In these structures there is an extravagant use of timber. Some highway bridges of this character have existed for fifty years with only occasional renewals of the floor system; but, the design is not adapted



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to railway purposes. Under railway traffic good surface and alignment can only be obtained with very high maintenance charges.

The amount of bridge work on the Caraquet line is quite moderate, but there are some formidable structures on the Gulf Shore Railway.

An appreciation of the magnitude of this factor, can be best obtained by referring to the attached drawings.

## BUILDINGS AND SIDINGS.

Booking stations with waiting rooms, ticket offices and freight sheds occur at Gloucester Junction, Bathurst, Grand Anse, Burnsville, Caraquet and Shippegan, on the Caraquet Railway; and at Inkerman and Tracadie on the Gulf Shore. These buildings are suitable to their purpose, and in fairly good repair. There are flag stations, provided with small platforms at other points, as shown upon the accompanying sketch.

There is a three-stall engine house at Bathurst, with small lean-to buildings for shops and stores. Heavy repairs were carried out in shops belonging to Adams, Burns & Co., which adjoin the railway yard. There is ample yard room and sidings along the line and a number of spurs to mills.

## ROLLING STOCK.

The company possesses three locomotives, two of which are in fairly good condition, one first class passenger car in good condition, one second class passenger and express car, 25 flat cars of 30,000 lbs. capacity, five box cars of 40,000 lbs. capacity, one snow plough.

Some consideration has been given to the matter of a proposed spur extension of the track to the wharf at Caraquet. This spur would be about a mile in length. It would necessitate about a quarter of a mile of side hill work in soft rock, beyond which the grading would be rather light. Land values would be low, as for the greater part the track would skirt the shore. A grade of about one and a quarter per cent could be obtained.

## ELGIN &amp; HAVELOCK RAILWAY.

The Elgin & Havelock Railway extends from Elgin, Albert county, a village some 14 miles south of the Intercolonial to Havelock, in Kings county, some 14 miles north of the Intercolonial, a total distance of 28 miles, crossing the I.C.R. at Petitcodiac, 24 miles south of Moncton, on the St. John branch.

The country from Petitcodiac to within a mile or two of Elgin is lightly wooded along the line of railway, but develops into a fine agricultural country as you approach the village. Along the banks of the Pollet river, which the road parallels for some 10 miles of its route, the land is well cultivated and settled. A good deal of this territory is, however, tributary to the I.C.R. Between Petitcodiac and Havelock the country is also an agricultural one, dairying and cattle raising being carried on to a considerable extent. At Havelock there is located the Havelock Mineral Spring, at which a bottling plant is located, which ships some 400 tons of mineral water each season.

A butter factory is located at Elgin, and two at Havelock, and a cheese factory near Havelock, the total output of which is between 70 and 100 tons per annum.

On the Elgin branch the principal industry is lumbering, some 4,500,000 to 5,000,000 feet being cut, the average haul to the line of railway is being carefully preserved, while a portion of it is being cut over very thoroughly, portable sawmills being operated at different points. It is estimated, however, that a cut of 4,000,000 or 5,000,000 feet per annum can be continued for many years to come.



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On the Havelock end lumbering is not carried on to the same extent, some 2 to 2½ million feet being the total cut each season, and it is claimed that this cut can be maintained for many years. Practically the whole of this traffic moves by rail, via Petitcodiac to St. John, N.B. for export.

Considerable number of cattle were raised in this district previous to the poor crop of hay in 1905. Most of them found their market in St. John, but that year the farmers had to kill off a large proportion of their stock, and they are replacing them somewhat slowly, although considerable quantities of dressed veal and beef are being shipped this season, one dealer alone having handled over 200 carcasses of veal.

Potatoes are not raised to any great extent in this territory, some 15 or 20 car-loads being shipped.

A general complaint is made that the equipment of the road is not sufficient to move the lumber originating on it, and that the lumbermen are badly handicapped at times in consequence, being unable to get their output promptly handled.

The population of Elgin is estimated to be between three and four hundred people, while the country south of the Intercolonial served by the railway is estimated to have a total population of from two thousand to two thousand five hundred. The population of Havelock is from four to five hundred, but the territory back towards Canaan is very sparsely settled, the estimated population not being more than two or three hundred.

In the territory north of Havelock and towards Canaan, considerable quantities of hemlock ties are cut, a large proportion of which it is claimed are driven down the Canaan river to the St. John river, and lightered from there to St. John by water. Much difficulty is experienced in getting these down to the St. John river and numbers of them are lost, and it would seem that if a somewhat reduced rate could be named from Havelock to St. John by rail, that a much larger proportion could be secured for rail shipment than under present conditions.

#### TRAIN SERVICE.

The train service consists of one train each way per day, leaving Havelock in the morning for Petitcodiac, and continuing on to Elgin, and returning, leaving Elgin shortly after mid-day for Petitcodiac and continuing on to Havelock.

This service gives fair accommodation to the people living at the Havelock end of the line, who are able to leave home and get to either St. John or Moncton and back the same day, but affords very little accommodation to those living on the Elgin end, who visit either place by rail and do any business, have to remain away from home two nights.

The passenger fare charged is 3 cents per mile first-class, and 4½ cents return. No second class service is provided.

There seems to be very little prospect of further development of the freight business along this line. The cut of lumber cannot be materially increased, the supply of ties is limited, and with the exception of what may be got out of the territory back of Havelock, no great increase can be anticipated, and the growth in the cattle and dairying industries as well as in the potato raising will be slow at the best, but with a better passenger service to and from Elgin, we feel assured that the passenger traffic could be materially increased.

#### MAILS.

A closed mail is carried over the line for which the Post Office Department pays at the rate of four cents per train mile, the revenue from this source for 1906-7 being \$673.92.



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EXPRESS.

The express service is operated by the Dominion Express Company on a percentage basis, the revenue for 1906-7 being \$63.52.

TELEGRAPH.

There is no telegraph line in operation.

EQUIPMENT.

There are station houses at Elgin and Havelock, and the rolling stock consists of, two locomotives, one passenger car, one box car, one cattle car, six flat cars, one flanger.

It has no plough, and this interferes with the service during the winter months.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	8,159	8,811	8,913
Number of tons of freight carried.....	8,292	11,737	No returns.
Passenger earnings.....	\$ 2,323 07	\$ 2,555 60	\$ 3,030 35
Freight earnings.....	5,758 07	7,647 72	8,863 82
Miscellaneous earnings.....	1,148 73	776 31	737 44
Gross earnings.....	9,229 87	10,979 63	12,631 61
Operating expenses.....	7,879 76	10,025 47	10,713 68
Tonnage transferred to I.C.R. at Petitcodiac, 1906-7, 8,983, tons			
I.C.R. revenue.....			8,678 15
Tonnage received from I.C.R. at Petitcodiac, 1906-7, 3,247 tons,			
I.C.R. revenue.....			5,449 83

E. TIFFIN.  
D. A. STORY.

ELGIN AND HAVELOCK RAILWAY.

This railway crosses the Intercolonial at Petitcodiac. One section extends in a northerly direction to Havelock, the other to Elgin on the south. Each section is of about 14 miles in length, making a total of about 28 miles.

ALIGNMENT.

There is a good deal of curvature, on this railway, which is generally fairly sharp, but at no point does the degree of curvature become excessive.

GRADIENTS.

Petitcodiac is situated in a valley, the country on either side being hilly. This results in heavy grades on both sections, as shown by the accompanying profile. The profile of the Elgin branch is estimated. There are grades of 1½ per cent on each section of a mile or more in length.

RIGHT OF WAY.

This is 66 ft. wide. It is in very good condition, except for a few short stretches. It seems to be encroached upon at a number of places by highways.

There is very little fencing along the line, not more than ⅓ of the total. Several cuts are protected by snow fencing.



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## RAILS.

These are chiefly 56 lb. Barrow steel rails, although some 52 lb., 58 lb., and 60 lb., are also employed. The rail is not much worn, and very few of them are damaged. The joint is a four bolt fish plate, and is fully bolted. The rails are well spiked.

## TIES.

The ties are of spruce, hemlock and cedar. The number employed is about 2,000 per mile, which, having regard for the rather small size of most of them, is not enough, even upon the good material forming the roadbed. The condition of those upon the Elgin branch is fairly good, but a large number of renewals are required upon the Havelock section. An average of 750 ties per mile would bring this element of the track into good condition.

## BALLAST.

The general condition is fairly good, the material composing the roadbed being of good quality, and sustaining such ballast as has been applied.

There is a small ballast pit near Killams Mills, and some of this should be applied to the Havelock section, also to portions of the other.

## DITCHING.

On the Elgin section a great deal of side hill work occurs, drainage areas being broken up into small lots. Not much ditching has been done here, the water being allowed to filter through rock filled embankments, and escape down the hill.

Some ditching has been done on the Havelock section, and as a whole the roadbed is very well drained.

There are about forty-five openings in the roadbed, exclusive of cattle-guards at road crossings, most of which are of small dimensions.

A few of these have masonry sidewalks, but the rest are wholly of wood. About ten of these require renewals; the others are in fair condition. There are four stone box culverts in good condition.

## BRIDGES AND TRESTLES.

The amount of work of the class which occurs on this railway can be best appreciated by an inspection of the drawing hereto attached. The structures are not large, and several of them might be obliterated by filling in.

Great economy has been exercised in the matter of repairs, and while the structures are now safe they will require extensive renewals in the near future.

## BUILDINGS AND SIDINGS.

There are booking stations at Elgin, Petitcodiac, and Havelock; flag stations at Steeves, Killams Mills, Fawcett's Mill, Intervale, and Eastman. At Elgin and Havelock the buildings contain waiting room, ticket office, freight office, with agent's dwelling attached. At Eastman there is a shed and platform, while small platforms are provided at other points.

There is a two stall engine house at Havelock and turntables at Havelock and Elgin.

There are through sidings at Elgin, Eastman and Havelock; and several spurs occur along the line.



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## ROLLING STOCK.

The company possesses 2 locomotives, one of which requires overhauling; 1 passenger car; 1 combination freight, express and smoker; 1 cattle car; 6 flat cars—20,000 lb. cap.; 1 flanger.

The passenger equipment is not of a class which could reasonably be employed under government operation.

W. A. BOWDEN.

## ST. MARTIN'S RAILWAY.

This railway taps the Intercolonial at Hampton, King's county, twenty-two miles east of St. John, and runs in a southerly direction to St. Martin's, St. John county, a distance of thirty miles.

For about twelve miles out from Hampton it follows the valley of the Hammond river, and then cuts across country to St. Martins, a town of about 1,500 inhabitants, beautifully situated on the Bay of Fundy, and having a fine crescent shaped beach, one of the few available on the north shore of the bay.

The country through which the road passes is both a lumber and agricultural country out to Upham, fourteen miles beyond which, to within a short distance of St. Martins, lumbering is practically the only industry, and throughout this district a number of mills are cutting, the total cut being estimated at five to six million feet, and the timber limits are being carefully preserved. Some of the lumber is cut four or five miles from the line and hauled in by them.

It is claimed that the cut is more limited than it would be owing to the fact that the car supply is inefficient and the lumbermen are cautious about making contracts for fear they would not be able to fill them, and for this same reason of short car supply about one-half of the cut moves by water from St. Martins to St. John, the lumbermen preferring to use the few cars of the St. Martins Railway solely for local shipments, so that they can have them under control and be sure of getting the best possible use out of them.

There is no track on to the wharf at St. Martins, and the lumber that goes into that station by rail has to be teamed about one-third of a mile and then lightered to St. John and transferred to ship there, at a cost of about \$1.25 per thousand feet, in addition to paying a small wharfage charge at St. Martins, and we feel assured that practically the whole of this would move to St. John all rail if car supply was available, and if straight mileage rates, on the basis of a single haul could be put in.

During 1907, 4,927 tons of lumber moved by rail via Hampton.

An extension of the track to the wharf, a distance of about one-third of a mile, and the cost of which is estimated at about \$5,000, would result in large rail shipments of lumber from another mill, and in much larger shipments of pulpwood than are at present moving, one reliable firm offering 10,000 cords per annum for 10 years if extension is made.

Large number of hemlock and cedar ties can be cut along the line, and there are almost unlimited supplies of pulpwood available.

There are large deposits of plaster along this line, and negotiations are now in progress for the opening up of some of the quarries, and their proximity to a good shipping point makes it almost certain that some development will follow extension of the rails to the wharf at St. Martins, one firm, the Rockplaster Company of New Jersey, guaranteeing 30,000 tons per annum under certain conditions.

Very little hay and very few beef cattle are raised in the district, but dairying is carried on to some extent about St. Martins.

Altogether the prospects of development in the lumber, cordwood, tie and plaster traffic are excellent, and increase in other lines will inevitably follow.



The population along the line is small, but in the vicinity of St. Martins and served by this line of railway, there is about 1,000 people in addition to the 1,500 already mentioned as located at St. Martins itself. There are several good hotels in the town and a company has been formed to open up a large abandoned Baptist Seminary, capable of accommodating 150 to 200 guests, as a summer hotel. This will undoubtedly add to the great natural attractions of the place, and should result in a considerable increase in the passenger travel during the summer season.

TRAIN SERVICE.

The train service consists of one train each way daily, between Hampton and St. Martins, making close connection with the Intercolonial trains to and from St. John. During the summer season a through car service is operated between St. John and St. Martins.

The passenger equipment is excellent.

The fares charged are three cents first class, and four and one-half cents return, the same as on the Intercolonial, and no second class accommodation is provided.

MAILS.

A closed mail is carried for which the Post Office Department pays at the rate of only two cents per mile, which is one half the rate paid for similar service elsewhere in the province.

EXPRESS.

An express service is operated in connection with the Canadian Express Company and on a percentage basis.

TELEGRAPH, TELEPHONES.

There is no telephone line in operation, but the railway has a telephone line of its own from St. Martins to Hampton.

FISCAL YEAR.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	6,770	6,723	7,296
Number of tons of freight carried.....	4,716	11,374	No returns.
Passenger earnings.....	\$ 3,153 59	\$ 3,547 62	\$ 3,933 71
Freight earnings.....	3,009 47	6,513 33	7,921 90
Msicellaneous earnings.....	108 05	16 25	244 51
Gross earnings.....	6,271 11	10,077 20	12,100 12
Operating expenses.....	10,030 02	8,823 07	5,757 49
Tonnage transferred to I.C.R. at Hampton, 1907, 5,169 tons, I.C.R. revenue.....			3,094 89
Tonnage received from I.C.R. at Hampton, 1907, 1,470 tons, I.C.R. revenue.....			1,876 39

EQUIPMENT.

There are station buildings at St. Martins, Upham and St. Bernards, and the rolling stock consists of one locomotive, one first class passenger car, one combination car, one box car, six flat cars.

This railway has no snow plough and during ordinary winters has to suspend operation.

E. TIFFIN.  
D. A. STORY.



## ST. MARTINS RAILWAY.

This railway taps the Intercolonial at Hampton, and extends in a south-easterly direction to St. Martins, on the Bay of Fundy.

## ALIGNMENT.

There is a great deal of curvature on this line, but none of it is excessively sharp.

## GRADIENTS.

This railway traverses the highest summit of any of the New Brunswick branch lines which were inspected. As this summit occurs within nine miles of St. Martins, it necessarily follows that heavy grades occur at this end of the line. The accompanying profile sketch which has been built up from a few recorded elevations, will serve to illustrate the general character of the grades. While a rate of one and a half per cent is the maximum shown on this sketch, it is likely that portions of the Bayside incline exceeds one and three-third per cent.

## RIGHT OF WAY.

This is nominally 100 feet in width though the fenced area is frequently less than this. It appears to have been encroached upon in a number of places. At Upham, and elsewhere, buildings have been erected upon railway land by private individuals. In some cases where washouts have occurred, the company appear to have shifted their roadbed, without much reference to boundary lines.

The right of way is overgrown in a great many places, with bushes a few years old. The roadbed being largely built upon side hills, the overgrowth is not as objectionable as it would be in other sections; still a good deal of clearing up should be done.

Portions of the line, through clearings, are very well formed, and in many places one of the boundaries is formed by a stream; but much more fencing is required. About  $\frac{1}{10}$  of the line is fenced. Twenty miles more would answer all requirements.

## RAILS.

The track was originally laid with iron rails, which were later on taken up and replaced by new steel rails. These are 67 lb. Barrow steel, with four bolt fish plate joints. They are in excellent condition and fully spiked. The only point open to criticism being the type of joint.

## TIES.

These are chiefly of spruce; the Bay side black spruce making a very good tie. Some sections of the line are in fairly good condition, and the management appears to be giving this subject considerable attention. About 11,000 ties were put into the track during 1908, 17,000 having been purchased. A good deal more requires to be done, an average of 600 per mile needing renewal.

## BALLAST.

The materials of the roadbed is generally a gravelly clay. Some ballasting has been done, but more is required over the whole length of the line. The railway possesses a three acre pit near Smithtown, from which a very good ballast may be obtained. Suitable material also occurs at other points along the line.

The roadbed is narrow at formation level; and some work should be done towards widening it before ballasting on a large scale is undertaken. At many points the



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track rests upon a narrow b $\ddot{e}$ rm with steep slopes above and below. At several of these places, the toe of the slope is protected from damage by river floods by stone-cribwork.

#### DITCHING.

Not much has been done with respect to this question. In some cases the ditches have been allowed to become obstructed. A large number of the washouts along the line are traceable to this as a contributing cause.

#### CULVERTS.

There are about 40 openings in the roadbed besides those shown on the sketch attached. These are timber structures, with few exceptions; for the most part of small dimensions. A few require rebuilding, while many of them require partial renewals. Quite a number might be dispensed with altogether under a proper system of ditching. The general condition of these culverts is, however, fairly good. There are six stone culverts, and two of timber, all of which are in good order.

#### BRIDGES AND TRESTLES.

An appreciation of the amount of this class of work occurring upon the line, can be best arrived at by an inspection of the attached drawing.

There are a large number of structures, many of which are small, and none of them of great magnitude. A great many of them are merely temporary structures, across washouts and small depressions, which have been renewed from time to time instead of being dealt with in a final manner. The more important structures only require minor repairs. A number of renewals are required particularly with respect to the floor systems. The management is engaged upon expensive repairs and renewals, which when completed will bring the structures into a safe condition.

#### BUILDINGS AND SIDINGS.

There are booking stations at Hampton, Upham and Quacco; flag stations at Smithtown, Robertsons, Saltspring, Barnesville, Titus Mill, Hanford Brook, Porter road, and Henry Lake. The station buildings are small but in good repair. The flag stations are provided with a platform and a small shelter cabin. There is a two-stall enginehouse at St. Martins; coal sheds and turning tables at Hampton and St. Martins. Through sidings are provided at Hampton, Barnesville, Upham, Hanford Brook and St. Martins; spur sidings at other stations.

#### ROLLING STOCK.

The company possesses one locomotive, one first-class passenger car, in excellent condition, one combination second class and express, one box car, six flat cars, 40,000 lbs. capacity.

W. A. BOWDEN.

### MONCTON AND BUCTOUCHE RAILWAY.

The Moncton and Buctouche Railway extends from Moncton, Westmoreland County, to Buctouche, a town of some 1,000 inhabitants situated in Kent County and on Northumberland Strait, a distance of about thirty miles.

It has no passenger connection with the Intercolonial Railway at Moncton, its passenger station being about a mile distant, and passengers and baggage have to be transferred between the two points by team. It has, however, freight connection



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with the Intercolonial over the I.C.R. wharf track, by which means it also reaches the business portion of Moncton, and is able to make delivery of carload lots there, a small switching charge being exacted by the I.C.R. for the service.

It parallels the Intercolonial Railway for about two miles out of Moncton and crosses it near Humphrey's Mills, the route from this point being in a northerly direction. From the crossing with the I.C.R. to Irishtown it passes through a lightly wooded country, most of the heavy timber having been cut out. From there to Cocaigne there is good timber land within a short distance of the railway, and good agricultural country near the road. Considerable quantities of potatoes are raised in this vicinity and sheep farming is carried on to some extent.

The principal traffic of the road is in lumber, cordwood, barrel wood, hemlock bark, coal, stone potatoes, fish and lambs. The lumber traffic for 1907 amounted to some 8,337 tons, most of it being forwarded to St. John via Moncton for the English market, but there is a considerable movement to the New England and New York markets via sailing vessels from Moncton, and which we think could be moved all rail and the I.C.R. obtain a revenue upon the same, also to the Sydneys by water from Buctouche, in vessels returning after bringing up cargoes of Cape Breton coal. These coals are for use largely in Moncton, and some 4,300 tons were carried over the road during last season for that point, at a rate of 40 cents per gross ton, this figure in connection with the low rate by water from Sydney making it possible to take a certain quantity in competition with rail borne coal from Springhill and other mines on the I.C.R., and water borne coal via the Petitcodiac river, the Sydney coal being preferred by many people for household use. There is also considerable traffic in cordwood for consumption in Moncton, and barrel wood for the barrel factory at that place, and also in hemlock bark for points on the I.C.R. There is a large quantity of hemlock along the line, and ties in considerable quantities can be obtained, some 12,000 to 15,000 being shipped during 1907.

At Buctouche there is a grist mill grinding about 60 cars of wheat per annum, but owing to the double freight which has to be paid on both its intake and output when shipped to points off the line of the Moncton and Buctouche, its market is seriously restricted.

There are two stone quarries on the line, one being near Notre Dame, and the other near Cocagne, the latter not being worked at present, although the stone, a sandstone of excellent quality, was quarried at one time and was used for several buildings in Moncton, notably the Y. M. C. A. building. The quarry at Notre Dame has not yet been fully developed, but some 70 carloads of foundation stone were shipped into Moncton during 1907, and this year a still larger quantity of a poorer class, from the upper layers, was shipped in for use on the double tracking of the Intercolonial Railway between Moncton and Painsec Junction. This enabled the owners to clear away some of the poorer stone from the upper layers and to prepare for a larger output of the building stone next season.

Considerable quantities of potatoes are raised along the line between Cocagne and Buctouche, and these are usually sold for export via St. John or Halifax.

Sheep shipments amounting to fifteen or twenty carloads per season are also made from this district. Most of these are shipped to Sussex, but a certain portion go to St. John. There is some dairying done in this district and more attention is being paid to this industry each year. A small cheese factory is located near St. Anthony.

There is also some traffic in quahogs and smelts for United States points during their respective seasons, some 140 carloads of the former being shipped during a season. Neither deep sea nor shore fishing is carried on from Buctouche, although the opportunities for the prosecution of both seem to be very good.

The lumber cut has, as far as can be ascertained, reached its maximum, although the operators own their limits and are not cutting timber below a certain size, so that the cut is likely to last at its present size for a number of years to come.



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The coal traffic is not likely to be increased to any extent. There is only a limited market for stone at the present time, and there is no marked development in the line of potato or sheep raising, so that with the exception of the traffic in cordwood, which will doubtless increase in proportion to the increase in population in Moncton; in barrel wood, the consumption of which is steadily increasing; and in the fisheries, which certainly have not yet reached their limit, the Moncton and Buctouche Railway Company seem to have done all that could be done, with the means at its disposal, to develop the country through which the road passes.

We are, however, of the opinion that with a through mileage rate on lumber, Buctouche to St. John, it would be possible to divert to the rail route a large proportion of the cut of the J. D. Irving mill at Buctouche, some three million feet per annum, which now moves by water direct to Europe, and that the absorption of the road by the Intercolonial and the resulting reduction in the through rail rates would give great impetus to the development of the industries situated along the line, notably in the prosecution of the fisheries and in potato farming.

The local freight traffic of the Moncton and Buctouche railway, while somewhat higher than the Intercolonial on less than carload shipments, is fully as low on carloads.

#### FREIGHT TRAFFIC

The freight traffic of the road shows a steady increase for some years back, the official figures being,

1900-01.. . . . .	20,615 tons.
1905-06.. . . . .	24,225 "

The country is prosperous and there is apparently a demand for all it can produce. The population served by this road is estimated at about 15,000.

#### TRAIN SERVICE.

The train service consists of one accommodation train each way each day, a run of 32 miles, occupying two hours, but during the summer of 1908, (July and August) two trains per day were run on Mondays and Saturdays of each week, with satisfactory results to the management. The passenger fares are: first class, 3 cents per mile, first class return 4½ cents per mile, and second class, 2 cents per mile, the same as on the Intercolonial railway, with this exception, that the actual mileage is charged for irrespective whether the figures end in 0 or 5, the fare from Moncton to Buctouche being 96 cents and not \$1 as it would be on the Intercolonial Railway. Second class traffic constitutes about 75 per cent of the whole, and this is not to be wondered at in view of the very poor first class accommodation provided. We are of the opinion that with better accommodation, with better connection at Moncton, and with better train service, that the passenger traffic could be very materially increased, especially during the summer season. It might also be in order to say that if this line were taken over by the government that by making a connection with the Intercolonial Railway at Humphrey's Mills, where both lines cross, it would render unnecessary the keeping up of the Buctouche line between Humphrey's and Moncton, a distance of say 2½ miles, saving the cost of the same, and also the maintenance of a trestle and what is called the Hall Creek bridge, and by this means do all business and passenger traffic through our Moncton facilities and save both the shippers and travellers the long distance to the present Buctouche terminals.

#### MAILS.

The mail service is paid for by the Post Office Department at the regular rate of four cents per train mile, this being the rate allowed for closed mail service, and the



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revenue from this source cannot be increased unless the train service is increased and the Post Office Department can be prevailed upon to give the points along the line a semi-daily mail.

## EXPRESS.

The express business of the road is operated in connection with the Canadian Express Company, under private arrangements, and the revenue from this source could probably be increased under any other management.

## TELEGRAPH.

There is no telegraph line in operation on the railway.

## EQUIPMENT.

There are station houses at Moncton, Buctouche and St. Anthony. The rolling stock consists of: 2 locomotives; 1 first class car; 1 combination second and baggage car; 5 box cars; 38 flat cars and 1 snow plough.

Number of passengers carried.....	13,018	15,667	17,837
Number of tons of freight carried.....	23,692	4,225	23,757
Passenger earnings.....	\$ 5,611 24	\$ 6,679 17	\$ 8,151 13
Freight earnings.....	13,961 36	15,190 47	16,067 85
Miscellaneous earnings.....	668 31	495 45	441 01
Gross earnings.....	20,240 85	22,365 09	24,659 99
Operating expenses.....	23,173 92	22,327 68	19,821 40
Tonnage transferred to I.C.R. at Moncton, 1907, 3,498 tons, I.C.R. revenue.....			5,442 75
Tonnage received from I.C.R. at Moncton, 1907, 756 tons, I.C.R. revenue.....			2,831 43

## BUCTOUCHE AND MONCTON RAILWAY.

This railway as its name implies, connects the village of Buctouche with Moncton.

It crosses the Intercolonial Railway at a point near Humphreys, and makes connection with the Intercolonial railway track along the water front, at Moncton. As a branch of the Intercolonial railway, the operation of that portion of the line which lies between Humphreys and Moncton might be discontinued.

## ALIGNMENT.

The alignment is fairly good. There are no very sharp curves, 10 per cent probably being the maximum, and occurring infrequently. The amount of curvature is well within reasonable limits.

## GRADIENTS.

There are three distinct summits to be traversed, which make the line one of rather heavy grades with a serious amount of rise and fall. Grades of  $1\frac{1}{2}$  per cent are of frequent occurrence and extend over considerable lengths. The maximum grade is about  $1\frac{3}{4}$  per cent, with the additional burden of an  $8^\circ$  curve for a portion of its length.

## RIGHT OF WAY.

The right of way is 66 feet wide. In general its condition is fairly good. There are a number of stretches in which bushes have been allowed to grow up, but the amount of work to be done, to clear up the right of way, is not great.



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About half the route passes through cleared land. This portion is fairly well fenced. About (10) ten miles of Page wire fence have recently been built. Somewhat more than half the line is unfenced.

#### RAILS.

There are 56 lb. Barrow relays, purchased from the Intercolonial Railway. Joints are made with four bolt fishplates. Upon the whole these rails are in good condition, the amount of wear not being excessive. There are, however, quite a number in which the heads have broken off, for three or four inches, at the ends. These amount to about 5 per cent of the total. There are also a number of rails which have become kinked, owing to poor surfacing. Rails are fully spiked.

#### TIES.

Portions of the track are in very good condition with respect to ties, but there are considerable stretches in which as many as 50 per cent have served their time and should be replaced. An average of about 650 ties per mile is required to put the track in good condition.

#### BALLAST.

The natural ground is chiefly clay and this forms the support for the greater part of the line. Near Buctouche there is a pit from which a low grade ballast might be obtained. This pit is capable of holding 12 cars, along an 8 foot face. There is not much evidence of the use of this ballast along the line, but in lieu of better ballast it would seem advisable to use this. No systematic ballasting appears to have been undertaken, and the track as a whole may be described as unballasted.

#### DITCHING.

The lack of ballast has in a measure been atoned for by a fair amount of ditching. A great deal more might be done with advantage, but that which exists is fairly effective.

#### CULVERTS.

There are five cedar box culverts, all in bad order; six stone box culverts, in fairly good condition, and forty-six open wooden culverts, generally in fair condition.

There are (16) sixteen open cattle guards at highway crossings, but 12 more are required.

#### FARM CROSSINGS.

About 36 of these are maintained.

#### BRIDGES AND TRESTLES.

The magnitude of these can be best appreciated by an inspection of the drawing hereto attached.

Under government ownership the structures at Halls creek and Humphreys creek might be avoided. The Scotch settlement, McDougall and Falkner trestle are economically to be considered as temporary structures, sooner or later to be filled in, wholly or in part. There will remain five permanent bridges to provide for, of which that across the Buctouche river is so formidable a structure as to dwarf the others. New trusses were being framed for the Buctouche bridge at the date of the inspection. When this is completed the truss work on the line will be in good condition, except the short span of the Cape Breton bridge. The latter should be replaced at once by a heavier truss.



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One pier each in the Cocagne River bridge and the Little Buctouche bridge should be rebuilt, and extensive renewals should be made of sills and posts for the McDougall trestle. Beyond this the work to be done is slight, consisting of occasional caps and stringers.

## BUILDINGS AND SIDINGS.

There are 2½ story buildings at Moncton. St. Anthonys and Buctouche are booking stations; platforms and sheds at Irishtown, Cape Breton, Scotch settlement, McDougalls, Notre Dame, and McKees Mills.

There are through sidings at Moncton, Notre Dame, St. Anthonys and Buctouche; spur sidings at Irishtown, Cape Breton, McDougalls, to the mill at Notre Dame, Cocagne, to quarry and at McKees Mills.

The railway also possess coal sheds at Buctouche and at Moncton. Also turntables and 2 stall engine houses.

## ROLLING STOCK.

The company possess 2 locomotives, 1 passenger car, 1 second class accommodation car, 5 box cars, 38 flat cars, 1 snow plough—a flat car is fitted up as a flanger in winter.

W. A. BOWDEN.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The New Brunswick and Prince Edward Island railway taps the Intercolonial at Sackville, N.B., and runs easterly to Cape Tormentine on Northumberland Strait, a distance of 36 miles.

From Sackville to Midgie, eight miles, the country is a rich agricultural one with great stretches of marsh land on which large crops of hay are raised, about 2,000 tons being shipped to market by rail, principally to Halifax and Sydney, and new land is being reclaimed from year to year. Beyond that point it is a good farming country with considerable timber land within easy distance of the railway.

Considerable quantities of strawberries and other fruit are raised in the vicinity of Upper Sackville, which move largely by express to the upper provinces.

Cattle raising is carried on to a considerable extent, but very little dairying is being done in the section.

There is a grist mill at Port Elgin and fishing is carried on there to some extent.

There are several lobster factories along the shore in the vicinity and most of their pack moves via Port Elgin, some 5,000 cases being handled last season.

Smelts are also shipped in considerable quantities during the season to the American market by rail.

Herring are also caught here largely, and are smoked and packed for shipment by Grand Manan firms.

Lumber constitutes the principal traffic of the road, the quantity moved during 1907-8 being 25,758 tons against 18,560 tons in 1905-6 and 14,000 tons in 1904-5, and as the limits are being well looked after, this will probably be maintained for many years to come.

Nearly seventy-five per cent of this lumber is exported to Europe via Cape Tormentine, where the railway has its track on the government wharf, and a good deal of the remainder moves to United States points via Sackville, at which point the railway has a wharf of its own. The balance, probably one-eighth of the total, is shipped to points on the Intercolonial. Very little of it has yet found its way to either the inland points in the New England States or to the Ontario market, and this trade can certainly be developed.



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A great deal of the export lumber now shipped via Cape Tormentine could undoubtedly be shipped via St. John, if through mileage rates were put in effect, with much advantage to both the carriers and the lumber dealers, the latter, owing to the late opening of navigation in the strait, being unable to make their first shipments of the season until May, the returns for which do not reach them much before September.

In this traffic, and in the increasing quantity of hay and cattle being raised, lie the principal opportunities for development.

The population served by this road, exclusive of the parish of Sackville, is between 6,000 and 7,000 people.

#### TRAIN SERVICE.

The train service consists of one train each way daily.

The passenger fares charged are three and one-third cents per mile, first-class, and two and one-half cents, second. No return tickets are sold.

#### MAILS.

A postal car service is operated for which the Post Office Department pays at the rate of eight cents per train mile.

#### EXPRESS.

The express service is run in connection with the Dominion Express Company on a percentage basis.

#### TELEGRAPH.

The telegraph line is owned by the Anglo-American Telegraph Company, and forms part of their system between Sackville and Prince Edward Island.

#### EQUIPMENT.

There are station houses at Upper Sackville, Port Elgin, Baie Verte, Cape Tormentine.

The rolling stock consists of two locomotives, one first-class passenger car, one combination second class car, four box cars, forty-one flat cars, two snow ploughs.

#### WINTER SERVICE.

Northumberland Strait at Tormentine is only nine miles wide and it is between this point and Cape Traverse, P.E.I., that mails passengers are carried on ice boats, when the winter steamers are unable to keep up connection between Pictou and Georgetown.

Another thing that will add to the value of the railway is the possibilities in connection with Prince Edward Island, from Cape Tormentine to Cape Traverse is the shortest water stretch between the main line and the island, and in view of the never ceasing agitation on the part of the island people for better facilities of travel, the development of the island, and the movement of its people and produce, it seems that this line will some time in the future play a most important part, and whether it be by means of a tunnel, car ferry, or steamboat service all the year round. A look at the map will show that the most important points on the island railway can be more easily served from Cape Traverse than from the present winter port, Georgetown, at all events during the winter. By that we mean that in winter the mileage which shipments must take is :—



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<i>From Georgetown,</i>		<i>While from Cape Traverse it is</i>
To Summerside...	94 <sup>6</sup> / <sub>10</sub>	28 <sup>8</sup> / <sub>10</sub>
Charlottetown...	46 <sup>4</sup> / <sub>10</sub>	42 <sup>6</sup> / <sub>10</sub>
Alberton...	149 <sup>6</sup> / <sub>10</sub>	83
Tignish...	162	96 <sup>7</sup> / <sub>10</sub>
Murray Harbour...	94 <sup>2</sup> / <sub>10</sub>	90 <sup>4</sup> / <sub>10</sub>

Of course, during the summer with the steamer running to both Summerside and Charlottetown, these two places are perhaps better served, but with the short water service and the means of making more frequent trips during the day, and the easier means of getting to and from the island, it is a quetsion whether the island as a whole would not be better served with this connection than via either Point du Chene or Pictou.

Taking Charlottetown as a case in point, the mileage from	
Moncton to Pictou is...	147 miles.
Pictou to Charlottetown is...	50
Total...	197 miles.

Moncton to Cape Tormentine via Sackville is..	74 miles.
Cape Tormentine to Cape Traverse is..	9
Cape Traverse to Charlottetown is..	42
Total...	125 miles.

Of course the distance Amherst to Halifax, inclusive to Charlottetown, during the season of navigation in summer, via Pictou, is shorter than it would be via Sackville and Cape Tormentine, and so also would the distance Moncton and west to Summerside via Point du Chene, during the summer, be shorter than via Sackville and Cape Tormentine; but taking the island as a whole, we are inclined to think it would be best served by an all year route, if practicable, via Cape Tormentine and Cape Traverse.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	16,739	19,221	18,798
Number of tons of freight carried.....	32,692	26,100	29,259
Passenger earnings.....	\$ 6,869 97	\$ 8,344 79	\$ 8,669 41
Freight earnings.....	16,068 91	16,752 87	20,193 34
Miscellaneous earnings.....	1,110 72	1,649 29	1,986 27
Gross earnings.....	24,049 60	26,746 95	30,859 02
Operating expenses.....	18,066 57	19,759 28	23,745 89
Tonnage transferred to I.C.R. at Sackville, 1906-7, 6,028 tons, I.C.R. revenue.....			10,156 83
Tonnage received from I.C.R. at Sackville, 1906-7, 2,638 tons, I.C.R. revenue.....			6,921 99

E. TIFFIN.  
D. A. STORY.

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

This railway taps the Intercolonial at Sackville Junction and runs due east to Cape Tormentine on Northumberland strait. It is about 36 miles in length. A telegraph system along the right of way is operated by the Anglo American Cable Co.



## ALIGNMENT.

The alignment is very good. There is but a small amount of curvature, none of which is very sharp. The maximum is about  $8^{\circ}$ .

## GRADIENTS.

The track is carried over a low bridge between Sackville and Baie Verte, and again over a second height of land between Port Elgin and Cape Tormentine. As shown upon the attached profile, these summits are of moderate elevation, and the location gives ample development to surmount them without employing excessive grades. The maximum grade is about  $1\frac{1}{2}$  per cent. The total rise and fall is not great.

## RIGHT OF WAY.

This is generally of 66 feet in width. Through the Sackvilles the strip enclosed by fences is frequently reduced to 33 feet in width.

In general the right of way is in fairly good condition. There are several stretches in which the bushes have been allowed to grow up, but the amount of work to be done to clear up the right of way is not great.

The western portion of the line is almost wholly unfenced except through the Sackvilles. The eastern portion between Baie Verte and Cape Tormentine is generally well fenced. A large amount of new wire fencing is being built; the posts, composed of steel angles, being set in blocks of stone. The track is protected by 34 stretches of snow fencing, of lengths varying from 300 feet to 1,600 feet aggregating about two miles in length. Much of this snow fencing is old, but it is all fairly serviceable.

## RAILS.

The rails are 56 lbs. Barrow steel, purchased from the Intercolonial Railway. They are not badly worn, but a number of them show heads fractured at the ends—about 5 per cent being damaged in this way. Rails are fully spiked to ties.

## TIES.

Almost all the ties are of hemlock. The spacing is rather wider than usual, and a good many renewals are required. About 1,000 new ties per mile are necessary to put the track in good condition.

## BALLAST.

No ballasting has been done upon the western half of the line. Between Upper Sackville and Midgie the line traverses a marsh, which is from 20 feet to 25 feet in depth. Through this portions of the track, amounting to about two miles in length, are floated upon a plank platform. The eastern portion of the line received a small lift of bench sand. While this sand is not much in evidence as ballast, its admixture with the natural soil of the embankment has been noticeably beneficial.

## DITCHING.

Some sections are fairly well ditched, but a great deal more requires to be done. The evil effects of a lack of ballast would thus be greatly mitigated.

## CULVERTS.

There are several aboideaux through the marsh which appear to be in good condition. There are four wooden and five stone box culverts, all of which are in fairly good condition. There are 23 open culverts of wood and 14 with stringers carried by stone



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abutments, almost all of which will require repairs at an early date. There are also 12 pile culverts which are generally in first-class order.

## BRIDGES AND TRESTLES.

There is not much bridge work on this railway, as will be seen by an inspection of the drawings hereto attached. A peculiar feature of these structures is the employment of a solid flooring, the space between the 8" x 8" ties being boarded over and the whole designed to shed water and remain water tight. These floors are painted. No guard rails are used.

The trusses are of light construction, but are in a state of very good preservation except as below noted, thanks to the solid flooring and the further protection of sheet iron housing on the sides.

The swing span of the Gaspereau River bridge should be rebuilt at once. The counterbraces which have been removed from the two end panels of the other trusses should be replaced; and the floor systems require extensive renewals.

## BUILDINGS AND SIDINGS.

There are five booking stations and six flag stations. At Baie Verte, Port Elgin, and Cape Tormentine separate buildings are provided for freight and passenger accommodation. The flag stations are provided with a shed and platform. All the buildings are in a fairly good repair.

There are two stall engine houses, coal sheds, and turntables at Sackville and Cape Tormentine.

Through sidings exist at Sackville, Brooklyn, Baie Verte and Port Elgin; while there are spurs of from 7 to 10 cars capacity at Sackville, Middle Sackville, Upper Sackville, Hardys, Melrose, and Tormentine. There are also a couple of spurs to mills.

## ROLLING STOCK.

The company possesses two locomotives, light but in good repair, one first-class passenger car, one second class passenger car, one accommodation car, four box cars, capacities, 20,000 and 40,000, forty-one flat cars, 20,000 lbs. capacity, one snow plough, one flanger.

W. A. BOWDEN.

## SALISBURY AND HARVEY RAILWAY.

The Salisbury and Harvey Railway extends from Salisbury, Westmoreland County, on the line of the Intercolonial, 14 miles south of Moncton, to Albert, Albert County, a distance of 45 miles. Approaching Hillsboro and from there to Albert it is essentially an agricultural country.

There is still considerable lumber cut throughout the district and most of this moves during the summer time by rail to Hillsboro for export, the shipments for 1907 amounting to about five million feet. Some lumber moves also by rail via Salisbury but the proportion of the whole is small.

Considerable quantities of ties are to be had principally near Salisbury, and there are two small plants at Hillsboro manufacturing hardwood flooring, but both handicapped in competition with similar plants on the main line, because of the two freight rates.

There is some traffic in cordwood, about one thousand cords per annum being hauled in, over varying distances, to the Albert Mfg. Co. at Hillsboro.



There is a considerable quantity of hay raised between Hillsboro and Albert, there being some 3,000 acres under cultivation which a few years ago raised about two tons to the acre. The crop is much less at the present time probably averaging one ton per acre, and most of this is shipped by water to Bay of Fundy ports, and it is claimed that but for the high freight rates resulting from the combination of two arbitraries most of it would go by rail to Halifax or Sydney.

Some cattle are also raised, and these as a rule go by rail to either St. John or Halifax.

There are large deposits of plaster along the line. Those at Hillsboro are being worked by the Albert Manufacturing Company, who besides shipping some hundred thousand tons of rock plaster direct from their wharf to United States points each season by water, also manufacture calcined plaster, which they ship by rail to Canadian points. This latter business is gradually increasing, and during 1907 some one thousand tons were shipped in that way.

The quantity of plaster rock shipped from Hillsboro by water runs from 80,000 to 102,000 tons during the season of navigation or an average of say 10,000 per month, so that if satisfactory rates could be named to move the traffic via St. John or Alma, it would mean an increased tonnage of probably 40,000 tons, and when in Hillsboro we discussed the matter of water shipments with the Albert Manufacturing Company and they were of the opinion that if the line were taken over by the government it seemed possible to operate the quarries during the whole year, and thus create an additional traffic that is not now obtainable.

Another deposit some eight miles out of Hillsboro is also being worked by a New York firm and some four or five thousand tons per annum are being hauled in by rail to Gray's island, Hillsboro, and thence shipped by water, and there is a second deposit of better quality lately discovered.

Steamer charters are fully as low at Hillsboro as at St. John on account of the absence of harbour dues, &c., at the former place, and it would therefore be impossible to divert any of this traffic to the rail during the summer season. Even if it could not be economically shipped via St. John, there would be a possibility, if the Albert Southern railway were in operation and proper shipping facilities provided, of moving it via Alma, that point it is claimed being open the year round, and being available for vessels carrying cargoes of 1,500 tons.

There are also two distinct deposits of oil shale, and recent tests made by Prof. Ells, of Ottawa, seem to demonstrate that they have an economic value, and if this be so, and the shale can be shipped, there are millions of tons of it in sight, and we quote the following report made by Prof. Ells to the Geological Survey Department, and covered in their report for 1906:—

‘The Albert shales, are, however, highly bituminous throughout, and contain bands carrying from three to nearly twenty feet in thickness which are especially rich in petroleum. As such they are well fitted for the manufacture of oil by distillation after the manner of the oil shales of Scotland, and other countries. Experiments are now being carried on to ascertain the fitness of these shales for the manufacture of oil and by-products by distillation on a large scale. If these are successful the Albert shales will without doubt prove to be one of the most valuable mineral assets of the province.’

Also see report made by Prof. Bailey on the mineral resources of the Province of New Brunswick, 1899, in which he deals with bituminous shales, and from which we quote:—

‘The only development of these shales which is of economic importance, is that already referred to as being in Kings, Albert and Westmoreland counties, holding veins of albertite. Apart, however, from this fact, these shales are capable of yielding products which, even if not immediately available, are likely in the future to become of considerable value.’



POPULATION.

For about twenty miles out of Salisbury the population along the line is sparse, beyond that it increases rapidly. Hillsboro has a population of about 1,000, Riverside about 400, Albert about 700, Hopewell Hills about 400, and Alma 400. Beyond Alma are no settlements of any size. The population served by the Salisbury & Harvey Railway is estimated at from 6,000 to 7,000, while, including the terirtory beyond, along the Albert Southern, it would amount to 1,600 or 1,700 more.

TRAIN SERVICE.

During the summer season there are two trains per day, one between Hillsboro and Salibury, and one between Albert, Hillsboro and Salisbury. During the rest of the year the train service consists of one train each way each day, and the fares charged are the same as on the Intercolonial, viz.: three cents per mile first class, and two cents per mile second class.

MAIL.

..

A postal car service is operated over the whole line for which the Post Office Department pays at the rate of 8 cents per mile, the revenue received during 1907-8 being \$2,240.80.

EXPRESS.

The express service is operated by the Canadian Express Company on a percentage basis, the revenue for 1907-8 being \$279.73.

TELEGRAPH.

The telegraph line is operated in connection with the Western Union Telegraph Company.

STATIONS AND EQUIPMENT.

There are station houses at Salisbury, Hillsboro, and Albert, and the equipment consists of: 4 locomotives; 1 first class car; 2 combination cars; 1 conductor's van; 28 flat cars; 1 snow plough; 1 flanger and 3 box cars.

The freight equipment is too small to handle either the local plaster or lumber shipments offering, with the result that considerable traffic is lost to the road.

The Salisbury & Harvey Railway appears to have done all it could with the means at its disposal to develop the country through which it passes, its freight rates being as low as it could handle traffic for.

Not much further development can well be looked for in the lumber trade, under any conditions, but there are some possibilities in the rock plaster, calcined plaster, hardwood flooring, and hay, and the shale, all of which would feel the impetus given by reduction of rates which would follow the absorption of this line by the government, and by the reduction in rates we mean the adoption of rates based on mileage as against the two rates now charged.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	12,582	13,324	.....
Number of tons of freight moved (18,222 plaster).....	24,046	54,828	.....
Passenger earnings.....	\$ 8,058 26	\$ 8,427 03	\$ 8,454 08
Freight earnings.....	16,492 89	19,500 02	25,492 56
Miscellaneous earnings.....	2,746 47	2,799 66	2,747 79
Gross earnings.....	27,297 62	30,706 71	36,694 43
Operating expenses.....	31,133 61	29,744 82	37,754 92
Tonnage transferred to I.C.R. at Salisbury Junction, 1906-7, 29,041 tons, I.C.R. revenue.....	.....	.....	53,193 63
Tonnage received from I.C.R. at Salisbury Junction, 6,487 tons.I.C.R. revenue.....	.....	.....	11,005 49



## ALBERT SOUTHERN RAILWAY.

The Albert Southern Railway extends from Albert to Alma, a distance of some 16 miles, with a branch from Alma to Harvey some three miles in length. It has not been operated for some years owing to the collapse of the bridge over the Shepody river, near Albert, having severed connection with the Salisbury and Harvey Railway.

The Albert Southern traverses a fine hay country for miles and then enters into a somewhat thickly wooded country, reaching tide water at Alma, which is an open harbour the year round.

At Alma there is a sawmill cutting some three million feet per annum, but owing to the proximity to the water most of this output would be shipped by vessel. There are, however, possibilities for considerable shipments of ties and possibly some shipments of lumber could be secured for inland points both in the United States and Ontario.

Large crops of hay are raised along the line, possibly some two or three thousand tons. Nearly the whole of this is now shipped by water to St. John and other Bay of Fundy ports. Considerable of this commodity could undoubtedly be secured for movement by rail.

Cattle are raised in small numbers, and most of those not required for local consumption are driven to Albert and shipped from there by rail to Halifax or St. John.

The country is somewhat thickly settled between Albert and Alma, but there are no settlements of any size beyond the latter point.

We drove over the line from Albert to Alma and in the vicinity of Albert it is a good agricultural country, but the traffic to be derived would be entirely in the shape of lumber and other forest products. There is large timber country tributary to the railway and we have no doubt but that in time it would yield a fair traffic, but the railway haul would be short and rates low to move it to the water. At the present this stretch of country is entirely devoid of railway communication, and if such were provided there is no doubt but what it would be of immense advantage to this section, and to the people, of whom it is estimated there are 1,600 or 1,700 living in it.

E. TIFFIN.

D. A. STORY.

## SALISBURY AND HARVEY RAILWAY.

This railway branches from the Intercolonial at Salisbury Junction and runs in a south easterly direction to the town of Albert. The length as shown by the railway's time card is 42 miles; in the departmental returns it is given as 45 miles.

An extension of the railway to Alma, 16 miles in length, called the Albert Southern Railway, was constructed and operated for a couple of years; but, abandoned upon the failure of one of its bridges. This failure also caused the abandonment of the Harvey branch, three miles in length, from Albert to Harvey bank.

## ALIGNMENT.

There is a large amount of curvature on this line, although the natural conformation of the ground does not render it necessary. The portions of the line situated in the marshy region between Cape and Albert, not being free from it. The curves are generally of ample radius, and none of them are excessively sharp.

## GRADIENTS.

The country through which the line runs is rather flat, but there are grades in each direction which approximate to  $1\frac{1}{2}$  per cent. The sketch profile which accom-



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panies this report is largely conjectural. It is intended to give a fair idea of the general character of the railway. Train loads of from 200 to 300 tons are hauled over the Hillsboro-Salisbury section; while the light engines haul about 140 tons over the Albert section.

## RIGHT OF WAY.

This is 66 ft. wide, and is generally fairly clear. There are stretches, aggregating nine miles in length which require some clearing.

## .. RAILS.

Between Hillsboro and Albert the rail is of iron and several miles of this remains in the track between Hillsboro and Salisbury. It is in very bad condition, and quite unfit for further service.

There are 19 miles of steel rail laid down on the Salisbury-Hillsboro section. About five miles of this being 67 lb. and 60 lb. with angle bar joints, in excellent condition; the remainder consists of 56 lb. relays purchased from the Intercolonial Railway. These relays are somewhat worn, but are in fair condition. ..

## TIES.

These are of good size and laid closer together than is usual on the branch railways. Their general condition was fairly good, about 500 per mile being required to put the track in good condition.

## BALLAST.

A little ballast has been put in at different points, but the line as a whole may be described as unballasted. There is a small pit, near Riverside, from which a fair ballast may be obtained. The roadbed will require widening at several points; particularly at embankment approaches to bridges.

## DITCHING.

This factor has been fairly well attended to, and very little remains to be done. As a whole the roadbed is well drained.

## CULVERTS.

There are about fifty open culverts almost all of which are of wood. A few require renewal, but their general condition is fairly good. The same remark applies to a dozen cattle guards at highway crossings; only one-half the requisite number of these being constructed.

There are twenty stone box culverts, all in good condition except one, which requires rebuilding; and 10 wooden box culverts in fair condition.

There have been a great many washouts on this railway, which have been dealt with by trestling over the opening, or blocking up the track, according to the magnitude of the drawing, but there are a dozen others of lesser size, which have not been indicated.

## BRIDGES AND TRETTIES.

The attached drawing shows the extent of this work, and its character. Between Hillsboro and Salisbury the principal structures are in good order. Below Hillsboro the condition is not as satisfactory and this portion of the line is operated by 35 and 45 ton locomotives, while 55 ton are used upon the other. Hard pine timber is extensively used for all the structures, but there is a tendency to lightness in the floor timbers. Eight of the structures shown in the attached drawing, are washout crossings. Most



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of these washouts occurred 18 or 20 years ago. These openings should be filled in, and the present structures, which are expensive to maintain, dispensed with. Filling might advantageously be adopted for other structures, in whole or in part.

#### BUILDINGS AND SIDINGS.

At Hillsboro and at Albert there are station buildings with ticket office and waiting rooms; also freight sheds. There is an engine house with standing room for two locomotives at Hillsboro and a one stall shed at Albert. The Hillsboro house is about 30 ft. x 100 ft. in area and contains shops for minor repairs. Coal sheds are installed at Salisbury and Hillsboro. Small platforms are built at some of the flag stations. There is a turntable at Albert and one at Salisbury. There is through sidings at Salisbury, Hillsboro and Albert; spurs at flag stations and several other points. Telegraph and telephone wires are strung along the right of way; the telegraph line being owned by the railway and operated by the western Union Co.

#### ROLLING STOCK.

The company possesses 5 locomotives, 3 of which are in good order; 1 first class passenger car; 2 second class passenger cars; 29 flat cars—20,000 lbs. capacity; 4 box cars; 1 snow plough; 1 van.

W. A. BOWDEN.

#### INTERCOLONIAL RAILWAY OF CANADA,

#### OFFICE OF THE GENERAL TRAFFIC MANAGER,

MONCTON, N.B., Jan. 20, 1909.

DEAR MR. BUTLER,—In compliance with the instructions contained in your letter of December 24, relative to an investigation into the Cape Breton Railway, as to its possibilities, and its value as a feeder of the Intercolonial, I beg to say that on the 13th inst., I, in company with Mr. Story, general freight agent, and Mr. Burpee, engineer of maintenance, made an inspection of the line and completed same inspection on the 14th, and beg to report as follows :

The Cape Breton railway taps the Intercolonial at Point Tupper, and extends to St. Peters at the head of St. Peter's Bay on the Atlantic coast, a distance of 31 miles.

The entire line is in Richmond County and passes about midway between the settlements on the strait of Canso and those in the valley of the River Inhabitants. For some miles out of Point Tupper it almost parallels the line of the Intercolonial,

There are no settlements along the line except a small one at the crossing of the River Inhabitants so that almost its entire passenger traffic is either from Point Tupper to Grand Anse station, which is about 2½ miles from Grand Anse, from which point a ferry is operated to Isle Madame, there being some traffic, especially in the winter season with Arichat, Poulemond and other settlements on that island.

The total number of passengers carried for the year 1907 was 7,933, an increase of about 1,000 over the year 1905. Neither the population, however, of the district through which the road passes, nor of Isle Madame, is increasing, and there is nothing to warrant hope of an improvement in the passenger traffic.

The country along the line is slightly wooded, and a considerable number of pit props and ties are cut, the former finding a market at the Sydneys. There is no heavy timber, as far as could be ascertained, nor minerals, except a deposit of coal



at River Inhabitants, which it is claimed cannot be successfully worked on account of the extreme dip of the seam, and what little coal has been, so far, mined has proved to be of inferior quality.

The total revenue of the road for 1907 was \$8,144.89, as against a revenue in 1905 of \$7,821.51, made up as follows :—

\* No revenue from this source.

It was the original intention of the builders to extend this road to Louisburg and Sydney, and three routes were surveyed, one along the south shore of the Bras D'or lakes, reaching Sydney from the head of East Bay, one along the south shore up to Louisburg, and one through the centre of the section with a junction twelve miles from Sydney and twelve miles from Louisburg. The distance between St. Peters and Louisburg is estimated to be about fifty miles, and there are said to be large deposits of limestone, coal and iron in the territory. Had this road been extended to Louisburg as originally projected, it would doubtless have been the means of opening up some of these deposits, and would no doubt have drawn considerable supplies of fish from along the coast to St. Peters, besides opening up a market for the agricultural products of the country at Sydney and Louisburg.

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We might further add that while the Cape Breton Railway performs a postal service to the various villages and flag stations between Point Tupper and St. Peters, yet it derives no revenue for the same, it being one of the conditions under which subsidies were granted to the railway that mail service would be performed free of expense to the Post Office Department, until the line earned 3 per cent on the amount of the subsidies paid by the government.

E. TIFFIN.  
D. A. STORY.

### CAPE BRETON RAILWAY.

This railway connects with the Intercolonial Railway at Point Tupper, and extends along the south shore of Cape Breton island to St. Peters, a distance of 31 miles. It was constructed in 1903, surveys have been made for an extension of the railway along the coast to Louisburg, distant about 58 miles from St. Peters. This extension would involve fairly heavy work, with but a few small bridges, a ruling grade of 1 per cent being obtained.

#### ALIGNMENT.

There is a rather large amount of curvature in the line, but it is of ample radius,  $6^{\circ}$  being the maximum employed.

#### GRADIENTS.

No high summits are traversed, though as indicated by the attached profile, a number of minor ones are encountered. The amount of rise and fall is considerable. The ruling grade has been kept down to about 1 per cent, short sketches of  $1\frac{1}{2}$  per cent occasionally introduced.

#### RIGHT OF WAY.

The right of way is 99 feet wide except in station yards, where it is much wider. It was well cleared during construction, but not stumped. Very little growth has taken place since. It is therefore as clear as it is practicable to have it without stumping it.

#### FENCING.

About one-half of the line was fenced at the time of construction in 1903, with Page fence and cedar posts. A few of the posts are spruce and fir. The posts are displaced by frost to a considerable extent and the wires are badly rusted. As a result the fence will require to be renewed in the near future.

#### RAILS.

There are 6 miles of track laid with rails weighing 72 lbs. per yard; the remainder are 60 lbs. per square yard and are in first-class condition in every respect, joints being laid up, and not battered in the least.

The splice bars are of the angle bar pattern, with 6 holes for a three tie joint, and are in first-class condition.

#### TIES.

About 10 miles of track are laid with cedar ties, American standard, and will last for a number of years under present traffic. The remainder of the road is tied with spruce and hardwood, which are beginning to give out pretty fast. About 6,000 were



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renewed last summer. The life of the hardwood and spruce ties is about run, it is therefore reasonable to expect that these ties will soon have to be renewed, except those already done. The ties are spaced about 24 inches, centre to centre, as an average.

## ROAD BED.

The grading was well done, the cuts having been taken out to a width of 20 feet. The heavy embankments have settled considerably, but not enough to interfere with any traffic on the road at the present time. Some of the heavy embankments have also changed off on the sides, but not enough to endanger the traffic. Taking the roadbed and track, they are very good. The grading was well done and a good deal of attention was given to the drainage of the road bed during construction. The track is in excellent surface and line.

## CULVERTS.

There are 85 box culverts on the line, 27 of which are built of concrete, the remainder being almost all of cedar. There are also 17 stone drains through the embankment. The whole of these structures are in good condition. All culverts are floored with concrete, the concrete work being excellent.

## BRIDGES AND TRETTLES.

There are but four bridges on the line, all of permanent construction, with steel girders resting upon concrete substructures, except the timber trestle approach to the River Inhabitants bridge. The concrete of piers and abutments being excellent.

## BUILDINGS.

At St. Peters the station building includes waiting rooms, offices and freight shed. There are smaller buildings, combining station and freight sheds at Whiteside, Grand Anse, and Sporting Mountain; while shelters are provided at other points.

## TELEPHONES.

The company owns a telephone line and has an instrument installed in each station, and operates its trains thereby. The telephone poles are of cedar, but need resetting.

## SIDINGS.

There are Y's at Point Tupper and St. Peters; through sidings at all stations except Basin Road, which is provided with a short spur. At Point Tupper the sidings are laid with 72 lb. rails; elsewhere 56 lb. rails are used.

## ROLLING STOCK.

The company possesses 2 locomotives, only one being in use at present; 2 1st class passenger cars, 2 combination cars, 20 flat cars.

T. C. BURPEE.

## NOVA SCOTIA STEEL AND COAL COMPANY RAILWAY.

*Ferrona Junction to Sunny Brae.*

This railway connects with the Intercolonial Railway at Ferrona Junction and runs to Sunny Brae, a distance of 13 miles, and was originally built by the Nova



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Scotia Steel & Coal Company to carry iron ore from the ore deposits found along the line to the blast furnace owned and operated by the Nova Scotia Steel & Coal Company at Ferrona. The ore deposits, however, were found to exist only in pockets, and finally became exhausted, and some few years ago the blast furnace was dismantled and parts of it removed to Sydney mines.

At the present time there is no traffic worth speaking of except lumber, and this is somewhat limited.

For the year ending June 30, 1908, there was handled on this line a total of 8,837 tons.

Freight earnings.. . . .	\$2,856 34
Passengers carried, 8,729; earnings.. . . .	1,863 45
Mails, &c.. . . .	314 00

Or a total of.. . . . \$5,033 79

Operating expenses, \$11,841.—

For the year ending June 30, 1907, there was handled a total of 8,593 tons.

Freight earnings.. . . .	\$3,665 08
Passengers carried, 7,408; freight earnings.. . . .	1,708 50
Mails, &c.. . . .	339 00

Or a total of.. . . . \$5,712 58

Shewing a decrease in 1908 as against 1907 of \$678.79. Operating expenses, \$13,383.

There is on an average possibly a cut of from three to five million feet of lumber annually depending entirely upon the state of the market, and this is all shipped over the Intercolonial Railway to Halifax and Pugwash for export, and to Sydney and other local points on the Intercolonial Railway, and we do not see any great prospects of a betterment in the future.

Of the tonnage given above the lumber shipments for 1908 amounted to about 4,396 tons, and for the year 1907 amounted to about 6,800 tons, in addition to which there were shipments of slag made for street-making purposes in New Glasgow of 3,000 tons in 1908, and 353 tons for 1907. This, however, cannot be considered as a steady traffic, so that the only traffic to be counted on consists entirely of lumber.

No agricultural products for shipment by rail can be looked for, as the produce raised in the section served by the railway find its way to market by teams.

The passenger service consists of two trains daily, and is sufficient to meet the requirements of the people, and no marked increase can be counted on.

It is claimed that when the Halifax Eastern Railway is built, and arrangements looking to that end are now under way between a party of capitalists and the Nova Scotia government, the Nova Scotia Steel and Coal Co.'s Railway will form a part of the proposed line between Halifax and Country Harbour, and in that way the line may become of some value, and it is thought that will be the ultimate disposition of the line.

It is quite true that if it were absorbed, the mileage rate on lumber, as charged on the main line, would in all probability increase the amount of lumber cut each year, but we do not think the increase in that tonnage alone would be sufficiently attractive or bring sufficient additional traffic to make it a good business proposition. As an example, we would point out that the present mileage rate on export lumber from Ferrona Junction to Halifax, for a distance of 99 miles, is 5c. per 100 pounds, and to Pugwash, mileage of 77 miles, 4½c. per 100 pounds, while the rate from Sunny Brae (the end of the line) would be under a mileage rate the same as we now earn on the same traffic from Ferrona Junction. Of course, if the line is run as



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part of the Halifax Eastern, the Intercolonial Railway would probably lose all the lumber traffic now delivered to us by that line, and the falling off in our receipts on the lumber traffic would amount to, taking the average shipments for 1907 and 1908 as a basis, about 6,000 tons, or say \$6,000 per annum.

E. TIFFIN,  
D. A. STORY.

## NOVA SCOTIA STEEL AND COAL CO.'S SUNNY BRAE RAILWAY.

This railway connects with the Mu'grave branch of the Intercolonial, at Ferrona Junction, and runs southward to Sunny Brae, a distance of 12½ miles.

## ALIGNMENT.

This is fairly good. The amount of curvature is considerable, but the maximum degree of curvature is kept down to 6 degrees.

## GRADIENTS.

As shown upon the attached profile, the grade has a general upward slope from Ferrona to Sunny Brae, which is very much broken up by minor sags and small summits. There are short stretches of 1½ per cent against traffic in either direction; but there are no heavy grades exceeding half a mile in length.

## RIGHT OF WAY.

The right of way is 80 feet wide. It could be easily cleaned up; an average of \$25 per mile probably covering the cost.

The fences are poor and will have to be renewed in the near future.

## RAILS.

The rails are 56 pounds per yard, 4-in. x 4-in. section, and are in very good condition. Very few renewals are needed for the present; and with the amount of traffic now carried by the road, these rails will last for many years. The splice are simply bar fish-plates, with four holes.

## TIES.

About 50 per cent of the ties should be renewed within one year; which would amount to 15,000 ties. They are spaced 24 inch centres, which is close enough for this branch.

## ROADBED.

The roadbed is very good, and is very well drained, which makes maintenance of track economical. It is ballasted with coal duff, consequently the weeds have no chance to grow.

There is a good chance to obtain ballast along this line.

## CULVERTS.

There are 47 stone box culverts, 8 open culverts with stone abutments, 3 open wooden culverts and 8 clay pipe culverts of from 12-inch to 18-inch diameter. A few of the stone boxes require some repairs and the open stone culverts require new stringers and ties; all the rest are in good condition. The 6 pit cattle guards at the highway crossings should all be rebuilt.



BRIDGES.

There are only two bridges on the line. These consist of metal superstructures, carried by good masonry which is found upon rock. The floor timbers are of hemlock.

BUILDINGS AND SIDINGS.

There is a combined station and freight shed at Sunny Brae, a combined station and dwelling at Bridgeville, and a small office building at Ferrona. There are small shelters and platforms at Island, Springville and Glencoe; and an engine house with spare for two locomotives at Ferrona.

At Sunny Brae there is a siding 700 feet long, while short spurs occur at Springville, Bridgeville and Glencoe. The line quarry siding is about half a mile long. The company has a fifty tons track scale at Ferrona.

ROLLING STOCK.

The company possesses 1 locomotive, 1 combination car, 1 box car.

T. C. BURPEE.

CUMBERLAND RAILWAY AND COAL COMPANY.

The Cumberland Railway and Coal Company's line extends from Springhill Junction, where it connects with the Intercolonial Railway to Parrsboro, a distance of 32 miles, and the following figures and tonnage were furnished by the Cumberland Railway and Coal Company, as being the business done, exclusive of coal traffic, by that railway during the years 1906 and 1907, ending June 30 in each year.

	Earnings.
	\$ cts
1906.	
Freight tonnage (exclusive of coal) 36,703 tons.....	22,722 20
Passengers carried, 33,907. ....	14,991 12
Mails.....	1,116 64
Express.....	2,369 06
Baggage.....	796 73
Total.....	41,995 75
Operating expenses.....	74,236 08
Showing a deficit.....	32,240 33
1907.	
Freight tonnage (exclusive of coal) 31,381 tons.....	20,779 00
Passengers carried, 32,584. ....	14,335 56
Mails.....	1,114 28
Express.....	2,172 60
Baggage.....	777 68
Total.....	39,179 10
Operating expenses.....	67,902 01
Showing a deficit.....	28,722 91

According to the figures furnished by the company, the coal carried by it during the years 1906 and 1907 amounted as under:—

1906.	Tons.	1907.	Tons.
Coal to Parrsboro.. . . .	208,282	Coal to Parrsboro.. . . .	138,791
Coal to Springhill Junction ..	167,708	Coal to Springhill Junction ..	131,709
Total.. . . .	375,990	Total.. . . .	270,500



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The decrease in 1907, as against 1906, is explained from the fact of there being a strike in the mines in 1907, and which lasted three months.

Now, in addition to the coal given above and for which the Cumberland Railway is not credited with any earnings, there is a further tonnage of freight carried by the railway for its own use, and also for the use of the mines, and for which no earnings are allowed, and which in 1906 amounted to 68,955 tons, and in 1907 to 58,090 tons, and this tonnage consisted of stone from the mines, and refuse coal for ballasting, &c., railway ties and pit timber, the latter being for use of the mines, and I am also informed that the Cumberland Railway and Coal Company operate timber limits and sell and ship lumber, and that up to this year no earnings have been allowed to the railway for this traffic, but they are now billing it at regular rates.

We were further advised that while in the statements furnished us no earnings were given to the railway for the coal hauled, yet in their head office at Montreal there was allowed to the railway 20c. per ton on all coal hauled, so that if this be so, it would show a surplus in the operating of the road instead of a deficit. We think it would be found, however, that if the Intercolonial Railway operated the road that the Coal Company would not be willing to pay any such rate for hauling the coal, and further it might be that on the coal supplied to the Intercolonial Railway that we would have to pay the same price at the mines that we now pay delivered at the junction, and we would have to haul the coal the additional mileage from the mines to the junction.

From the manner in which these accounts are kept, it is a hard matter to get at the present earnings of the road. It is essentially a coal proposition, and the future possibilities depend upon amount of coal that can be mined and disposed of, and we would not undertake to say what value it would be to the main line as a feeder.

Could it be possible to divert the quantity of coal now being shipped via Parrsboro' for the Canadian Pacific Railway, St. John, to the rail route via Springhill Junction, the tonnage that might be so controlled would amount to large figures, as in 1906 the quantity of coal shipped to St. John for Canadian Pacific Railway by water was 62,504 tons, and in 1907 69,348 tons.

The value of this line to the Intercolonial Railway would depend upon what arrangements could be made with the Coal Company for the haulage of the coal to Springhill Junction and to Parrsboro'. It will be seen from the figures given above that practically all the business done is in connection with the mines, and it would be a matter of concern to the Coal Company as to what would be charged them, not only on the coal, but also on the refuse from the mines and the pit timber and other commodities used so largely by them.

When at Springhill we interviewed the secretary and president of the board of trade as to their complaints against the road, and found that the principal grievance was the fact of two freight rates being charged as against one mileage rate, if controlled by the Intercolonial Railway, they claiming that as long as that lasted, no industries could be induced to locate in Springhill, and in fact the only manufacturing industry they have, a wood-working factory, is closing up on account of their inability to compete in the outside markets with industries on the Intercolonial Railway, who have only the one mileage rate to pay.

It is interesting to note that previous to 1875 the branch line from Springhill Junction to Springhill was built and operated by the government, and that on or about that time an agreement was entered into between the Intercolonial Railway and the Springhill Mining Company, in which it was stated that the Springhill Mining Company was to execute a deed taking over the branch from the junction with the Intercolonial Railway to the mine, and work it at their own cost and risk, and then follow the various conditions. It does not appear in this agreement that the mining company paid anything to the Intercolonial Railway for the branch, but that evidently the branch was turned over to the mining company without any considera-



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tion being paid therefor, and we attach hereto a copy of the memorandum of agreement between the Intercolonial Railway and the Springhill Mining Company, and which you will notice bears no date.

(COPY.)

MEMORANDUM of Agreement between the Intercolonial Railway and the Springhill Mining Company.

The Springhill company to execute a deed taking over the branch from the junction with the Intercolonial Railway to the mine, and work it at their own cost and risk upon the following conditions, viz.:—

*First.*—That the railway deliver the empty cars required for the traffic at the junction with the branch to the mine.

*Second.*—The Springhill company to deliver them back loaded at the junction with the railway.

*Third.*—The railway to give to the Springhill company the use of the engine-house and turntable at the junction.

*Fourth.*—The Springhill Company to be responsible to the railway for any damage or injury to the cars while working upon the branch.

*Fifth.*—In the event of the gauge being changed within five years, the cost of changing the engines to be borne by the railway.

*Sixth.*—The Springhill Company to bear the cost of changing the gauge of the branch.

*Seventh.*—The railway to give the Springhill Company two hundred tons of new iron rails and fittings this fall, two hundred tons in the fall of 1875, and the balance necessary to relay the line in the fall of the year 1876. Also to allow the Springhill Company to retain fifty (50) tons of the old rails to lay additional sidings at the mine, but with this exception of fifty tons, the balance of the old rails and fastenings taken up from the branch to be returned to the railway and delivered at the junction of the branch with the main line.

*Eighth.*—The railway to give to the Springhill Company the use of an engine free of charge up to July 1, 1875, the Springhill Company being responsible for it whilst in their possession, and paying all the expense of working it. Should the engine house become disabled whilst in the possession of the Springhill Company, the railway to send them one to take its place whilst it is being repaired at the expense of the Springhill Company. The Springhill Company to pay rent at the rate of seven dollars and fifty cents per day for such engine loaned to them.

*Ninth.*—The railway to charge the Springhill Company sixty cents per net ton for transporting the coal from the junction to the shipping point at Dorchester wharf, the charge to be seventy cents per net ton from the pit's mouth to Dorchester wharf, until such time as the Springhill Company commence to work the branch.

*Tenth.*—The rates from the Junction to St. John or Moosepath to be two dollars per ton of two thousand pounds.

*Eleventh.*—Arrangements to be made by the railway to collect whatever freights are chargeable by the Springhill Company on local traffic for carrying coal over the branch. This account to be arranged from time to time.

*Twelfth.*—No charge to be made by the Springhill Company for the carriage of coal required by the railway over the branch, the railway of course supply the cars.

On behalf of the Intercolonial Railway,

(Sgd.) C. J. BRYDGES,

Gen. Supt. Govt. Railways.

On behalf of the Springhill Mining Co.,

(Sgd.) S. S. HILL.

Witness,

(Sgd.) L. MUNROE.

(Sgd.) W. GILCHRIST.



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In conclusion we might say that without knowing what value is placed upon the railway by the owners, and what concessions they would require in regard to rates to be charged on their coal and other commodities, it is impossible to express any opinion as to its value as a railway line, or as a feeder to the Intercolonial railway.

E. TIFFIN,  
D. A. STORY.

## CUMBERLAND RAILWAY AND COAL COMPANY.

This railway branches from the Intercolonial at Springhill Junction; running thence to Springhill Mines and on to Parrsboro. Its length between termini being 31 miles.

## ALIGNMENT.

This is fairly good, the maximum curve between the mines and the junction being about 6°. A diversion, one and a quarter miles long, is under construction between Springhill Junction and Springhill, which will improve the alignment and gradient locally. This work is being done gradually with refuse from the mine.

## GRADIENTS.

The attached profiles show the abrupt rise from Springhill Junction to the mines, and descent upon the southern side. Grades of 2 per cent are frequent and there is one stretch of over half a mile in length of 2:5 per cent.

## RIGHT OF WAY.

The right of way is eighty feet wide; and in clean condition.  
The fencing has been properly attended to and is in fairly good condition.

## RAIL.

The rails are 67 lbs. and 80 lbs. per yard. There are 1½ miles of 80 lb. rails between Springhill Junction and Springhill and 22 miles between Springhill and Parrsboro. The remainder is laid with 67 lb. rails. All are in good order.

The splice bars for the 67 lbs. rails are ordinary 4 hole angle bars. Those for the 80 lb. rail are 6 hole angle bars. Joints are in good condition.

## BALLAST.

The roadbed is in excellent condition, being ballasted with coal duff from the mine, in consequence of which there are no weeds.

## TIES.

The road is well tied, being equal to the Intercolonial Railway in that respect, except that the spacing used is 2 feet, centre to centre. This is about 6 inches more than the Intercolonial Railway uses as a standard spacing.

## CULVERTS.

There are 26 cast-iron pipe culverts of diameters ranging from 12 inches to 24 inches. Five box culverts are of stone and 16 of wood. Of the remaining 39 open culverts, including cattle-guards, nine are built with stone abutments, the others entirely of wood. The whole are in good condition.



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## BRIDGES.

All openings 20 feet or more are shown on the attached sheet, from which it will be seen that the total amount of bridgework is small. Abutments are all of stone or concrete. The structures are in good condition, except that over Leak's Brook.

## BUILDINGS.

At Springhill Junction there is a tool-house 220 feet by 16 feet. At Springhill: car repair shop, 175 feet by 30 feet; pattern shop, 80 feet by 21 feet; station, 75 feet by 24 feet; freight shed, 130 feet by 24 feet; two tool-houses, 22 feet by 16 feet; blacksmith shop, 160 feet by 24 feet, and an engine shed and machine shop, 175 feet by 30 feet.

At Southampton: a station, 16 feet by 24 feet; freight shed, 12 feet by 12 feet, and a tool-house, 22 feet by 16 feet.

At Parrsboro: a two-track locomotive shed, 30 feet by 65 feet; station, 24 feet by 60 feet, and an elaborate coaling plant on the wharf.

## SIDINGS.

Y at Springhill Junction with clear stem of 300 feet; Titus siding, 700 feet; No. 4 camp siding, 1,800 feet; No. 5 slope siding, 2,600 feet; Springhill Manufacturing Company's siding, 1,000 feet; spur siding, 1,000 feet; Springhill yard contains about 52,800 feet; Maccan road crossing, 850 feet; Southampton siding, 1,200 feet; Westbrook siding, 1,700 feet; Newville Lumber Company, 1,800 feet; Half-way river, 1,200 feet; Parrsboro yard, 15,840 feet; with sidings of from 250 to 700 feet length at Southbrook, Lawrence, Sand Pit, Brown's Crossing, Jeffreys, Jaffers, Electric and Etter Road Crossing.

## TRACK SCALES.

At Springhill.—Fairbanks, 70 tons. At Parrsboro—Gurney's, 70 tons.

## ROLLING STOCK.

The company possesses 6 locomotives, 2 first-class passenger cars, 3 passenger and baggage cars, 1 baggage, smoker and postal car, 1 freight box car, 1 express box car, 1 conductor's van, 1 auxiliary car, 10 side dump cars, 34 flat cars, 210 eight-ton hoppers, 175 fifteen-ton hoppers, 2 snow ploughs, 1 flanger.

T. C. BURPEE.

## VALE COAL COMPANY RAILROAD.

The length of the line from the connecting switch in New Glasgow yard to the Vale colliery, near Thorburn, is six miles, and from the main line of the branch there are two sidings, one running into the Standard Drain Pipe Company's premises and the other to the Marsh mines. The whole of the track to the Standard Drain Pipe Company is owned and was put in by the Vale Coal Company, while the branch to the Marsh mines was constructed by the Nova Scotia Steel and Coal Company, but is operated by the Vale Company.

The industries located on the line are: The Standard Drain Pipe Company, which have an output of three cars per day. The factory employs 75 men, and they have unlimited supply of clay for the manufacture of their pipe. The quality of the clay is said to be of a superior quality.



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There is a brickyard also located on the line, but it is not what might be called a shipping yard, and only does a local business, although there is nothing to prevent the trade being extended. There are also two other small concerns located on the switch leading to the Standard Drain Pipe Company's premises, one of which makes farmer's drain tiles, but entirely for local use. There is also a brickyard, but this is used entirely for local sales, and no shipments are made.

From the brickyard first mentioned what little traffic is forwarded by rail, a charge of \$2 per car is made by the Vale Coal Company, while on shipments from the Standard Drain Pipe Company a charge of only \$1 per car is made. This charge was agreed to by the Vale Coal Company in order to get the Standard Drain Pipe Company to locate on their line, and to ensure the supply of coal used by the Standard Drain Pipe Company.

The branch to the Marsh mines is one-quarter of a mile in length, and was built by and is owned by the Nova Scotia Steel and Coal Company, and is kept in repair by them.

The charge made by the Vale Coal Company for switching the Marsh mines coal to New Glasgow is 8 cents per ton, and I understand that this arrangement is covered by a contract which has a number of years yet to run, but which is treated of a little more fully in another part of this report.

There are also more or less shipments of carload traffic, merchandise such as flour, feed, &c., from New Glasgow to Thorburn, and the charge made for this is \$6.50 for switching 6 miles. Where this traffic is loaded locally at New Glasgow and switched from our New Glasgow yard to the transfer track of the Vale Coal Company, the Intercolonial railway makes a charge of \$2.50 per car, and the Vale Coal Company charge \$4 per car for switching from the transfer track to Thorburn.

This railroad was built for the purpose of reaching the Vale colliery, and no other business was done upon it until the Marsh mines were opened, and the Standard Drain Pipe Company put up their plant on the line.

No account has been kept by the Acadia Coal Company, whereby the Vale Railway Company were allowed anything for the transportation of the coal from the Vale colliery to its connection with our track.

The number of tons hauled from the Vale colliery for 1906 was 54,533 tons, and for 1907 was 85,927 tons.

The amount of coal hauled from the Marsh mines of the Nova Scotia Steel and Coal Company for 1906 was 30,389 tons; for 1907, 30,164 tons, for which they earned a revenue of 8 cents per ton; total, \$4,844.24.

In addition to the coal handled, there was also handled for the year:—

	1906.	1907.
	Cars.	Cars.
Standard Drain Pipe Co.. . . . .	509	497
Lumber.. . . .	49	77
Merchandise.. . . .	9	22
Brick.. . . .	..	24

There is quite a strong feeling in the village of Thorburn, which has a population of from 800 to 1,000 people, against this line being operated as it is at the present time, and the feeling is pretty general that it should be operated by the government, they claiming that so long as it is operated by the Vale Company there can be no further industries in the way of collieries started, as the Vale Company will not put in sidings or furnish any accommodations to increase the output of coal in competition with their own mines, and it is stated that there is quite a coal-bearing area just beyond the Vale area, and it cannot be open on account of the refusal of the Vale Company to give it the necessary accommodation. One of these areas consists of 13 square miles, and the quantity of coal contained in it is estimated to be very large, and it is contended that if this branch line was taken over by the government and



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operated by it, that what is known as the Barton coal areas would be worked to their full extent. In a conversation which we had with Mr. Rood, of Rood & McGregor Company, who in company with Mr. Grant, Dr. McKay and others, control the Barton areas, he advises me that the coal in the Barton areas consists of a seam 8 feet thick, and is reckoned to be as good coal as is produced either in Marsh or the Vale collieries, and that the quantity of coal in the Barton area is conservatively estimated at two million tons. Aside from the 13 square miles of the Rood, Grant Company, there are also large areas held by the Victor G. Gray estate, and outside of this are the areas held by the Acadia Coal Company, as well as by the Nova Scotia Steel & Coal Company, and we were advised by Mr. Rood that they intended operating the areas called the Barton areas, and had got together some machinery for the purpose, and in fact had put in a small engine and had hoisted from 800 to 1,000 tons of coal, and when they went to the Vale Coal Company for an arrangement or contract for the transportation of their coal, the Vale Coal Company declined to handle it, consequently the coal which they had brought to the surface was allowed to remain there until it could be taken away by teams, and it was taken by the farmers in the vicinity, and in view of the refusal of the Vale Coal Company to carry their coal, they were obliged to discontinue operations, as they could not afford to build a railway of their own. Mr. Rood advises us that the coal areas controlled by him and his associates are now under option of some Toronto capitalists. It would appear that if this line was owned by the government it would lead to the opening up of a large coal area that is now tied up, and it would possibly mean an increase of business to the Intercolonial railway and would lead indirectly to other business which would result from an increase in population following the opening of new mines.

Aside from this, there is a fair country well settled, which is tributary to Thorburn, which is at the end of the line, and also timber which is now within five or six miles from Thorburn, and which could be much easier moved from Thorburn than from Sunny Brae where it is now taken.

There is no passenger service given by the Vale Coal Company between New Glasgow and Thorburn, as the Vale Coal Company does not cater to the movement of passengers on this line, and provides no facilities for such traffic, but if the passenger service was furnished, there is no doubt that the amount of travel between Thorburn and New Glasgow and such as would come from the surrounding country to take the train, and who now have to drive to New Glasgow, would at least pay for a limited passenger service.

In regard to the contract between the Nova Scotia Steel and Coal Company and the Vale Coal Company regarding the use of the Marsh mines, we are advised that it is for a term of 12 years, and has about four and one-half years yet to run, and the Nova Scotia Steel and Coal Company confirm the statement that under this contract they are not permitted to mine coal for any other use than that for their own plant at Trenton, and that they could not sell any of it for other uses. The Nova Scotia Steel and Coal Company claim that all of the coal they mine at the Marsh mines can be used in their works at Trenton, and that this being so, the terms under which they are working with the Vale Company is satisfactory to them.

There is another phase in connection with this matter which should not be overlooked, and that is, that in the event of a government taking over this branch line, even if the Vale people were willing to dispose of it, we are of the opinion that the rate to be charged to the Vale Company mine on coal shipped from it could not exceed the rate charged from New Glasgow and other coal shipping points in the immediate neighbourhood, and this would mean that we would have to perform the work of handling the coal from the mine to New Glasgow where it is now delivered to us without obtaining any additional revenue to what we now earn, and further that on the Intercolonial Railway coal supply now received from the Vale mine, we would



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no doubt have to pay the same price at the mine that we now pay at New Glasgow and have the additional six miles, the length of the Vale Coal Railroad to haul.

E. TIFFIN,  
D. A. STORY.

## ACADIA COAL COMPANY'S VALE RAILWAY.

This railway connects the company's coal mine at Thorburn with the Intercolonial, the junction point being New Glasgow.

## ALIGNMENT.

This is fairly good. The maximum curve is one of 7 degrees.

## GRADIENTS.

The rise, of about 230 feet, from New Glasgow to Thorburn, is effected by a broken grade, as shown upon attached profile. Against traffic in this direction there are several stretches of  $1\frac{3}{4}$  per cent grade one of which exceeds a mile in length. The main traffic is in the other direction, and against this the grades are so short as to permit operation as a down grade.

## RIGHT OF WAY.

The right of way is 100 feet wide. It is somewhat overgrown with small birches and other bushes, but can be quite easily cleared. It should not cost more than \$35 per mile to clear it up.

About one-half of the line is not fenced. The remainder of the line is fenced with four bars of barbed wire fastened to spruce posts, which fence is of very little value.

## RAILS.

The rails are 56 pounds per yard, 4-inch by 4-inch section, and are in very fair condition. Although old rails, which were supplied by the Intercolonial Railway, they were of such quality that they do not show very much wear. Fully 80 per cent of them are good relayers at the present time. i

The splice bars are of fish-plate type, four holes, and are unfit to maintain good joints.

## TIES.

About one half of the road is well tied, the spacing having been closed up to a maximum of 24 inches, centre to centre. The ties upon the other half have not been properly spaced yet. It would take an average of 1,200 ties per mile to put the track in good condition. The ties are of spruce and hemlock.

## ROADBED.

The road is in very good condition and the track can be very cheaply maintained, it being 'well up' and well drained. The cuts are light. The track is very well ballasted with gravel and waste coal from the mines.

## CULVERTS.

There are 10 cast-iron pipes of from 18 inches to 24 inches in diameter and two clay pipe of 15 inches and 30 inches respectively. These are in good condition



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except in the case of the end walls of one culvert. There are four stone box culverts, two of which require repairs. Of the six wooden box culverts four require renewal, which is also needed in the case of four pit cattle guards.

A sub-crossing, consisting of two trestle bents, needs renewal.

#### BRIDGES AND TRESTLES.

There are no bridges on the line. There is a small temporary trestle and an overhead public road crossing, as shown upon attached drawing.

T. C. BURPEE.

#### THE NORTH SHORE RAILWAY.

This railway, originally known as the Beersville railway, and operated by the Beersville Railway and Coal Company, taps the Intercolonial at Adamsville, thirty miles north of Moncton, and runs easterly through Kent county, N.B., about six and one-half miles to the Beersville coal mine on the banks of the Coal Branch river, a tributary of the Richibucto. There is also a branch from near Beersville to the Canadian Coal Company's mine, about two and a quarter miles towards the south, making a total mileage of about eight and three-quarter miles.

The country through which it passes is a sparsely settled farming country with very little timber of any size near the line except about three miles out from Adamsville, where there is some hemlock and hardwood, both of which are being cut to a limited extent for shipment to points on the main line. A considerable extent of country can be seen from the hills at Beersville, and it all appears to be similar to that along the line of railway.

The Imperial Coal Company's mine is at Beersville, the Northern Coal Company's No. 1 slope a short distance away. Both of these are estimated to have a capacity of thirty tons per day, and at the end of the branch line already spoken of, are the Canadian Coal Company's mine, now abandoned, and the Northern Coal Company's No. 2 slope, which is just being opened up, but there are only a few houses at either place, and these near the Canadian Coal Company's mine appear to be for the most part unoccupied.

During 1907 some 52 carload of ties, 15 of cordwood and 14 of hemlock bark, were moved from different points on the road to the junction with the Intercolonial, but the object for which the road was built was to provide for the transportation of the coal mined to the main line, and this commodity constitutes its principal traffic and the principal means for its existence, there being very little local traffic, either passenger or freight on the line.

Most of the coal mined at the different mines is sold to the Intercolonial railway, a few carloads to the contractors of the Transcontinental and International railways, and a few to private individuals, but the companies do not appear to have made any determined effort to secure private orders, and they are now apparently almost entirely dependent upon orders from the Intercolonial.

The rate of freight charged on the coal from the mines to the Junction is forty cents per gross ton, and this was the rate credited to the railway for the service during the time it was operated as part of the Coal Company.

#### EQUIPMENT.

There is a station house at Beersville, and the equipment consists of 1 locomotive, 1 first class car, 1 box car, 1 flat car.

The existence of this line depends entirely upon the success of the operation of the coal mines, and should they at any time close down, there would be no need for a train service of any kind, and this being so, we do not feel that we can predict any quantity



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of traffic for the future, as it appears to us that everything depends upon the probable extent of the coal areas, and whether they can be mined to any great extent profitably, this question would, therefore, be one for mining experts to determine, as the failure of the mines or their being found to be unprofitable, would, if this branch line were taken over by the government, leave them with a railway upon their hands, which in our opinion would be an unproductive one.

TRAIN SERVICE.

The train service consists of two trains each way daily between Beersville and Adamsville, the fare charged being twenty-five cents each way.

FISCAL YEAR.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	850	1,156	591
Number of tons of freight carried.....	3,727	5,257	5,673
Passenger earnings.....	\$ 170 00	\$ 160 00	\$ 147 87
Freight earnings.....	914 50	1,490 60	2,269 00
Miscellaneous earnings.....			
Gross earnings.....	1,084 50	1,650 60	2,416 87
Operating expenses.....	2,660 00	4,509 14	4,395 38
Tonnage transferred to I.C.R. at Adamsville.....			
Tonnage received from I.C.R. at Adamsville.....			

E. TIFFIN,  
D. A. STORY.

THE YORK AND CARLETON RAILWAY.

The York and Carleton Railway taps the Intercolonial at Cross Creek, a point 26 miles east of Fredericton on the Fredericton branch, and extends northerly through York county, N.B., up the east bank of the Nashwaak to Ryan's Brook, about ten miles distant, the principal point on the road being Stanley, five and one-half miles from Cross Creek.

It passes through a country once heavily timbered with spruce, hemlock, birch and maple, but the spruce has been pretty well cut out and floated down the river. Where the country has not been fully cleared and farms located, the hardwood and hemlock have been left standing and now produce the principal traffic of the road, the former in the shape of cordwood for home consumption at Fredericton, and maple logs for manufacture into handles of various kinds at St. Mary's, and the latter in boards, ties and timber for various points, and in bark for the extract mill at Millerton, the total traffic for 1907-8 amounting to 7,284 tons.

There is, however, now about to be erected at the confluence of Ryan's Brook and the Nashwaak a lumber mill to cut not only this hemlock and hardwood, but spruce—a considerable quantity of the three to five million feet of logs annually floated down Ryan's Brook being, it is claimed, available for this mill.

There is some good farming land alongside the line, while in the back districts tributary to it good crops of hay are raised, some 3,500 or 4,000 tons being available during ordinary seasons for shipment, and a small dairy is in operation.

Some good cattle are raised, and the possibilities for this industry seem to be excellent.

FREIGHT REVENUE.

The freight revenue for 1906-7 was \$1,707.31, while for 1907-8 it was \$3,350.19, for a tonnage of 10,228.



TRAIN SERVICE.

The train service consists of two mixed trains each way each day, and while fairly good connections are made with the Intercolonial at Cross Creek, the accommodation provided, a combination first-class and baggage car, is comparatively poor, and not such as to encourage travel, while the fare, Stanley to Cross Creek, a distance of five and one-half miles, is 25 cents, and 40 cents return.

PASSENGER REVENUE.

The passenger revenue for 1906-7 amounted to \$816.79, while for 1907-8 it was \$1,119.60, for 4,700 passengers.

MAILS.

While a closed mail is carried over the line, no revenue accrues from it, a condition of the charter, it is said, provides for free carriage.

EXPRESS.

The Canadian Express Company operates over the line, but the revenue from this source was only \$30 in 1906-7.

EQUIPMENT.

There are station houses at Stanley and Ryan's Brook, and the line has the following equipment: Two locomotives, 1 combined passenger, freight and express car, 1 box car, 6 flat cars, 1 snow plough, none of which are fit for service on the main line.

REVENUE.

Total revenue for 1906-7 was.. . . .	\$2,854 10
Working expenses.....	3,780 75
Showing a deficit of.. . . .	1,196 15
The total revenue for 1907-8 was.. . . .	\$4,642 79
Working expenses were.. . . .	
Showing a.. . . .	

The extension of this road to Ryan's Brook, which is only now about finished, will undoubtedly lead to some development in the lumber traffic and we are of the opinion that still further development would follow the taking over of this railway by the Intercolonial, not only in this commodity but in other forest products, especially cordwood, ties and bark.

With a country heavily timbered with hardwood it is hard to prophesy concerning the future ahead. Hardwood is becoming scarcer and higher in price every year in Ontario, and the timber here, being of splendid size and quality, must, we believe, be more and more in demand as the years go by. In addition to this there are possibilities for its manufacture into flooring, handles, chair stock, &c., on the spot and it should be considered a valuable asset from a traffic point of view.

We are also of the opinion that a better train service with better equipment and over a better roadbed would materially increase the passenger earnings of the road, and under government ownership there should be a small revenue available from the mail service.

Much of this anticipated increase in traffic would be the direct result of the reduction of the through rates, which would follow the amalgamation of the roads, and while



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the amount of revenue produced from the same tonnage for the same length of haul would be less, we are of the opinion that the increased traffic that would be developed would more than make up the deficiency.

The greatest asset of this whole section is its hardwood forests, and it follows that anything that will tend to enlarge the market for this commodity in any form would be of very great benefit to it.

FISCAL YEAR.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	4,400	4,650	4,101
Number of tons of freight carried.....	2,569		
Passenger earnings.....	\$ 1,008 34	\$ 1,095 00	\$ 816 79
Freight earnings.....	1,879 57	1,785 00	1,707 31
Miscellaneous earnings.....	75 00	35 00	60 00
Gross earnings.....	2,962 91	2,915 00	2,584 10
Operating expenses.....	3,901 00	4,015 43	3,780 75
Tonnage transferred to I.C.R. at Cross Creek, 1906-7, 3,798 tons			
I.C.R. revenue.....			2,965 29
Tonnage received from I.C.R. at Cross Creek, 1906-7, 1,449 tons,			
I.C.R. revenue.....			3,423 95

E. TIFFIN,  
D. A. STORY.

TEMISCOUATA RAILWAY.

This railway taps the Intercolonial at Riviere du Loup, Quebec, a thriving town of some 8,000 inhabitants, situated on the banks of the River St. Lawrence, and extends southerly to Edmundston, N.B., a growing town of some 1,500 to 1,800 inhabitants, at the confluence of the Madawaska and St. John rivers, the junction with the Canadian Pacific and Transcontinental railways, a distance of 81 miles, and then west up the banks of the St. John to Connors, 32 miles distant, a total of 113 miles. Cabano, 43 miles from Riviere du Loup, at which the largest lumber mill on the line is situated, is the principal intermediate point.

From three miles out of Riviere du Loup to St. Honore, 27 miles out, there is a steady up grade and from that point a down grade into Edmundston. There are 48 bridges on the line besides a number of culverts.

For the whole distance between Riviere du Loup and Edmundston the line passes through a heavily wooded country with considerable stretches of good farming land especially in the valley of the Madawaska.

From Edmundston to Connors, up the valley of St. John, which separates New Brunswick from the State of Maine, the line passes through a good agricultural country along the bank of the river, with considerable lumber lands on the hills to the north.

Considerable numbers of cattle and sheep are raised in certain sections, and the number is increasing slowly from year to year.

The principal traffic of the road is (and probably will be for a long time to come) timber.

The timber limits are of very great extent. The natural facilities for floating logs to the mills are unexcelled, and the supply of both cedar and spruce, with proper care, is practically inexhaustible. There is no hemlock in the district.

During 1907, twenty-five million feet of spruce were shipped. Most of this was for export, that during the summer via Rivière du Loup and the St. Lawrence, and that during the winter finding its way to St. John over the Canadian Pacific railway. An increasing quantity is, however, finding its way into the Ontario and the United States markets, some of which moves via Rivière du Loup and Intercolonial, and some via Canadian Pacific railway and connections.



The cedar is shipped either as poles or ties or manufactured into shingles, all of which find ready market, and all of which are cut and shipped in large quantities, some eighty thousand (80,000) ties being handled last year.

Cordwood is cut to a considerable extent, and shipped into Rivière du Loup for consumption there, and pulpwood is being cut and rossed in several sections for shipment to the pulp mills in the United States, 4,000 cords being shipped from one point alone during 1907.

Besides the mill at Cabano, the cut of which is anywhere between 15 and 25 millions per annum, there are mills cutting from one-half to three millions per annum each at Whitworth, St. Honore, St. Louis, Notre Dame du Lac, St. Rose, St. Jacques Church, all of them having control of timber limits of considerable size.

On the line between Edmundston and Connors there is some lumbering being done and shingles cut, and at Baker Brook there is a water-power mill which cuts during the season, some one and one-half million feet.

Considerable quantities of potatoes, grown in the State of Maine, are brought across the river to different points on this section and shipped by rail to the New England market, the quantity being from 60 to about 300 cars per annum according to the crop and the market.

This business is on the whole a profitable one, and the traffic is likely to increase year by year.

There is also a considerable traffic in shingles cut across the river in the State of Maine, and which is brought over and shipped to New England points, the Temiscouata railway being at present the only means of railway transportation.

The total freight handled for the fiscal year ending June, 1907, was 113,845 tons.

The freight revenue was \$110,707.58, and for the year ending June, 1908, was 148,569 tons, and freight revenue was \$141,475.95, which consisted of, in part sawn lumber, 2,061 cars; clapboards, 22 cars; cordwood, 391 cars; fence posts, 6 cars; lathes, 173 cars; logs, 334 cars; poles, 203 cars; pulpwood, 800 cars; shingles, 1,059 cars; shooks, 6 cars; square timber, 51 cars; ties, 698 cars; mill refuse, 4 cars; spoolwood, 6 cars.

The population served by this line of railway exclusive of Riviere du Loup and Edmundston is estimated at about 15,000, and the unnumber of new buildings going up would indicate that it was increasing at a satisfactory rate.

The passenger revenue for the year ending June 30, 1907, amounted to \$49,281.55.

The number of passengers carried being 62,197, and for year ending June 30, 1908, \$58,541.99, the number of passengers carried, 74,971.

The passenger train service is excellent, there being one express and one mixed train each way daily. The cars are up-to-date in every respect, and the management has the reputation with the public of running its trains on schedule time. In fact the merchants and others we came in contact with everywhere were loud in their praises of the service.

The waiting rooms at all the stations though small are well furnished, well kept, and warmed, and the station offices and freight sheds are kept in excellent order.

#### MAIL.

Two postal cars are in commission covering the extreme length of the line each day, for which service the Post Office department pays the regular rate of 8 cents per mile, the revenue for 1906-7 being \$5,800.84.

#### EXPRESS.

The express service is operated in connection with the Canadian Express Company on a percentage basis and the revenue for the same year from this service was \$1,137.12.



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The revenue for mails, express and sundries, for fiscal year ending June 30, 1908, was \$8,083.13.

## REVENUE.

The total revenue for 1906-7 was.. . . .	\$172,195 15
The operating expenses.. . . .	135,645 16
The total revenue for 1907-8.. . . .	208,101 07
Operating expenses.. . . .	153,625 63
Net earnings.. . . .	54,475 44
Per cent of gross earnings for operating expenses, 73.82 per cent.	

## PASSENGER SERVICE.

The present passenger service is all the country needs, and it is doubtful if the passenger traffic can be developed beyond that which it would reach through the natural increase in population.

## TELEGRAPH, &amp;C.

The Western Union Telegraph Company operates over the line, and two telephone companies have their instruments in every station house.

## ROLLING STOCK.

The rolling stock consists of 7 locomotives, 2 first class cars, 2 second class cars, 2 combination cars, 2 baggage and express and postal cars, 39 box cars, 96 flat cars (35 of which are new this year), 1 pay car, 1 auxiliary, 2 caboose cars, 4 loading cars, 1 snow plough.

This road is now a valuable feeder for the Intercolonial, both as regards passenger and freight traffic, not only for local Intercolonial railway points, but for those in close competition with the Canadian Pacific Railway.

The acquisition of this line would undoubtedly result in much increased movement via Riviere du Loup to the benefit of the main line of the Intercolonial, while on the other hand the passing of it into the hands of another company would certainly result in the loss of much of the traffic which now passes through Rivière du Loup, and which is given to the Intercolonial Railway at that point, and it would be well to note here that the Temiscouata Railway and the Quebec Central Railway are owned and controlled by the same interests, and the Quebec Central now have in view the extension of their line from, at, or near St. Henri across the country to the line of the Temiscouata Railway, the objective point being at or near Cabano, thus connecting the two lines and amalgamating them into one system. If this were done, a very serious falling off in the traffic interchanged at Rivière du Loup would follow, as necessarily all the traffic which we now receive from the Temiscouata Railway at Rivière du Loup and consigned to New England states, New York state, and for Montreal and west, would be diverted to the Quebec Central, and by them taken to Sherbrooke, Chaudière and other junction points.

The traffic delivered to the Intercolonial Railway at Riviere du Loup for the points named above for the year ending 1907, amounted to 46,992 tons, Intercolonial Railway earnings \$54,765.97; so that it will be seen that the loss of the Intercolonial Railway would be a most serious one; and, again, did the government control this railway, a large proportion of the freight for New England as well as western points now delivered to the Canadian Pacific Railway at Edmundston could be controlled and diverted to our main line at Rivière du Loup, the amount of competitive traffic delivered to the Canadian Pacific at Edmundston for the year 1908 being 1,082 cars, or a probable tonnage of over 16,000 tons, all of which we could send via Rivière du Loup, making a total tonnage which could be secured to the Intercolonial Railway of 62,992 tons.



I am informed by Mr. Grundy, President of the Temiscouata railway that it earned one per cent on its mortgage bonds for the year ending June, 1908, and as already stated, there is a wealth of good timber areas tributary to this line, it should in due course become a revenue producing road.

FISCAL YEARS.

	1904-5.	1905-6.	1906-7.
Number of passengers carried.....	48,775	56,413	62,197
Number of tons of freight carried.....	100,851	104,943	113,845
Passenger earnings.....	\$43,688 03	\$46,725 56	\$49,281 55
Freight earnings.....	90,836 34	99,176 51	110,707 58
Miscellaneous earnings.....	10,796 94	11,182 69	12,206 02
Gross earnings.....	145,321 31	157,084 76	172,195 15
Operating expenses.....	130,377 61	131,461 37	135,645 16
Tonnage transferred to I.C.R. for Montreal and west, year 1907, 8,999 tons, I.C.R. revenue.....			10,963 29
Tonnage transferred to I.C.R. for New England points, year 1907, 37,993 tons, I.C.R. revenue.....			43,802 68
Tonnage received from I.C.R. at Rivière du Loup, year 1905, 18,054 tons, I.C.R. revenue.....			41,721 17

E. TIFFIN.  
D. A. STORY.







